

Gilberton Local Area Traffic Management and Parking Plan

Final Report



Prepared by: GTA Consultants (SA) Pty Ltd for the Town of Walkerville

on 24/11/2020

Reference: S176620

Issue #: A

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Quality Record

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CONTENTS

Executive Summary	i
Key Findings	i
Recommendations to Address Transport and Parking Issues	ii
Township Wide On-street Parking Policy	iii
1. Introduction	1
1.1. Background	1
1.2. Study Area	2
1.3. Structure of Report	3
2. Existing Conditions	4
2.1. Existing Transport Network	4
2.2. Traffic Volumes and Speeds in the Local Streets of Gilberton	11
3. Community and Stakeholder Consultation	15
3.1. Community Engagement	15
3.2. Stakeholder Engagement	19
3.3. Summary of Key Issues in the Gilberton Study Area	19
4. Proposed Transport and Parking Initiatives	22
4.1. Traffic and Road Safety	22
4.2. On-Street Parking	23
4.3. Walking	24
4.4. Cycling	25
5. Prioritised Action Plan	26
5.1. Assessment Framework	26
5.2. Priority Assessment of the Initiatives	26
5.3. Prioritised Transport and Parking Plan	28
6. Conclusions and Recommendations	31
6.1. Conclusions	31
6.2. Recommendations	32
6.3. Township Wide On-street Parking Policy	36
6.4. Community Consultation on the Draft Report	38

Appendices

- A. Traffic Survey Results
- B. Community Consultation Online Survey
- C. Consultation Survey Summaries

Figures

Figure E.1:	Draft Proposal for the Walkerville Township On-street Parking Policy	iv
Figure 1.1:	Gilberton Local Area Traffic Management and Parking Study Area	2
Figure 2.1:	Existing Transport Infrastructure in the Gilberton Study Area (northern section)	6
Figure 2.2:	Existing Transport Infrastructure in the Gilberton Study Area (southern section)	7
Figure 2.3:	Stephen Terrace at Tyne Street	9
Figure 2.4:	Park Terrace exit onto Park Road	9
Figure 2.5:	Vehicle Parked along Park Terrace	9
Figure 2.6:	Tyne Street west of Thames Street (looking west)	9
Figure 2.7:	Footpath along Gilbert Street	10
Figure 2.8:	Footpath Ramps at Thames Street / Tyne Street	10
Figure 2.9:	Existing Bike Symbol on Gilbert Street	10
Figure 2.10:	Linear Trail Connectivity at Gilbert Street / Rose Street	10
Figure 2.11:	Tyne Street Traffic and Vehicle Speeds	11
Figure 2.12:	Matilda Street Traffic and Vehicle Speeds	12
Figure 2.13:	Gilbert Street Traffic Speeds and Volumes	13
Figure 2.14:	Park Terrace Traffic Speeds and Volumes	14
Figure 3.1:	Pedestrian Volumes from the Online Survey Results in Gilberton	17
Figure 6.1:	Draft Proposal for the Walkerville Township On-street Parking Policy	37
Figure 6.2:	Summary of the Types of Comments Received from the Consultation for the Draft Report	38
Figure C.1:	Respondents relationship to Gilberton	C-2
Figure C.2:	If you walk or cycle beyond Gilberton, where do you typically go?	C-3
Figure C.3:	Is speed or volume of traffic an issue in Gilberton?	C-3
Figure C.4:	Which bus stops do you use?	C-4
Figure C.5:	If you travel by car or motorcycle where do you park in Gilberton?	C-4
Figure C.6:	Is parking an issue in your street?	C-5
Figure C.7:	How do you typically travel to or from Gilberton on a weekday?	C-6

Tables

Table E.1:	Priority Initiatives to Address Issues with Traffic and Parking in the Gilberton Study Area	ii
Table 2.1:	Traffic and Heavy Vehicle Volumes along Adjoining Road Network	4
Table 2.2:	Crash Data Five Year Period at Key Intersections in the Gilberton Study Area	8
Table 3.1:	Summary of Issues from Email and Hard Copy Submissions	18
Table 3.2:	Summary of Issues from Community Consultation Session	18
Table 3.3:	Issues for Traffic and Road Safety in Gilberton by Location	19
Table 3.4:	Issues for On-street Parking in Gilberton by Location	20
Table 3.5:	Issues for Walking in Gilberton by Location	20
Table 3.6:	Issues for Cycling in Gilberton by Location	21
Table 4.1:	Initiatives to Address Traffic and Road Safety Issues	22
Table 4.2:	Initiatives to Address the On-street Parking Issues	23
Table 4.3:	Initiatives to Address the Issues for Pedestrians	24
Table 4.4:	Initiatives to Address Issues for Cyclists	25
Table 5.1:	Priority Assessment Scoring of the Initiatives in Gilberton	26
Table 5.2:	Priority Ranking of the Initiatives to Improve the Transport and Parking in Gilberton	28
Table 6.1:	Priority Initiatives to Address Issues with Traffic and Parking in the Gilberton Study Area	33
Table 6.2:	Initiatives Supported from the Consultation Submissions	39
Table 6.3:	Initiatives Not Supported from the Consultation Submissions	40

EXECUTIVE SUMMARY

Key Findings

This local traffic management and parking study was undertaken to review the existing on-street parking provisions to cater for the parking needs of local residents and visitors external to the study area within the suburb of Gilberton. A summary of the key findings from the community and stakeholder consultation and from site inspections is provided as follows:

Traffic volume and speed

- “Through traffic” routes along Tyne Street, Gilbert Street, Matilda Street to access Park Road and Rose Street to Park Terrace to access Hackney Road were identified by the residents and key stakeholders as an unwanted through traffic route
- “Through traffic” route along Tyne Street to River Street to access Walkerville Terrace to avoid the Stephen Terrace traffic signals was also identified
- The observed vehicle speeds along Gilbert Street and Tyne Street found 10 per cent of traffic was travelling above the 50 km/h speed limit
- One per cent of traffic on Park Terrace and 2 per cent of traffic on Matilda Street was travelling above the 50 km/h speed limit
- Based on the observed traffic volumes, the traffic volumes are generally considered appropriate for Park Terrace, Tyne Street, Gilbert Street and Matilda Street

Parking

- Non-residential cars parked on streets near The Adelaide Clinic, Council offices and library and other businesses
- Cars parked on both sides of narrow streets in Gilbert Street, Tyne Street and Park Terrace
- Cars parked too close to bends/corners at junctions along Gilbert Street
- Cars parked too close to driveways
- Cars parked on-street on Park Terrace north of the O-Bahn corridor

Other Issues

- Poor footpath condition and pedestrian ramps along Gilbert Street and Tyne Street
- High hedges and bushes that have overgrown the footpath along Walkerville Terrace and Gilbert Street
- The Linear Trail, Walkerville Terrace and Gilbert Street are streets / paths with the highest number of people walking
- Poor wayfinding signage for pedestrians and cyclists to/from the Linear Trail and nearby trails and / main streets
- High safety risk for a cyclist using the local streets through Gilberton to access the Linear Trail

Recommendations to Address Transport and Parking Issues

From an assessment of 30 proposed initiatives developed to address the issues with traffic, transport and parking in the Gilberton study area, the top-ranking initiatives are recommended for further consideration, implementation or concept planning and detailed design and costing as relevant. These high priority initiatives with an assessment score **greater than five** are provided in Table E.1.

Table E.1: Priority Initiatives to Address Issues with Traffic and Parking in the Gilberton Study Area

Initiative ID	Location	Initiative Description	Total Score
T12	Matilda Street at Gilbert Street	Implement yellow line marking to stop parking vehicles close to the intersection	9
T13	Garnet Street	Implement better signage for "No Through Road" at Gilbert Street entrance to Garnet Street	9
P3	Tyne Street and Gilbert Street intersection	Implement yellow line marking at Tyne Street/Gilbert Street to discourage parked cars too close to the corners	9
P4	Gilbert Street at intersections with other local streets	Implement yellow line marking at intersections along Gilbert Street to discourage parked cars too close to the corners	9
W6	Gilbert Street north of Simpson Street on the east side	Remove tree roots or redesign footpath to be safer along the east side of Gilbert Street	9
W9	Rose Street connections to O-Bahn footbridge	Kerb ramps and tactile paving to connect the footbridge to the footpath on the south side of Rose Street	9
C1	Gilbert Street and Simpson Street	Implement bike sharrows along the regional bicycle network in Gilberton	9
C2	Linear Trail between Severn Street and Gilbert Street at Rose Street	Install improved wayfinding signage for cyclists to find the entry points to the Linear Trail from Gilbert Street in the south and Tyne Street in the north	9
C3	Creswell Court between Linear Trail and Stephen Terrace	Install signage between the Linear Trail access for cyclists and Stephen Terrace via Creswell Court	9
T9	Tyne Street between Gilbert Street and Thames Street	Implement Australian Road Rule 208 for narrow streets with signage	8
P1	Selected local streets and in Park Terrace north of the O-Bahn corridor	Implement residential permit parking in Park Terrace	8
W7	Gilbert Street opposite Simpson Street	Redesign the pedestrian crossing of Gilbert Street to be aligned and DDA compliant	8
T11	Matilda Street	Convert traffic movement to one-way eastbound only with Eliza Street as the existing one-way street for westbound movements	7
T2	Stephen Terrace and Tyne Street	Implement a KEEP CLEAR zone at the intersection of Stephen Terrace / Tyne Street according to the DPTI pavement marking operational instruction 2.23 (2018)	7
T4	Bundeys Road, Park Terrace and Hackney Road	Council to advocate to DPTI to change signal sequence and cycle timing to allow for shorter wait times for vehicles exiting from Park Terrace to Hackney Road	7

Initiative ID	Location	Initiative Description	Total Score
P2	Selected local streets and in Park Terrace north of the O-Bahn corridor	Implement timed parking restrictions on weekdays from 8 am to 5 pm for all internal streets in Gilberton with exceptions for Park Terrace at the Adelaide Clinic	7
P5	Gilbert Street south of Rose Street	Implement timed parking restrictions in Gilbert Street south of Rose Street on weekdays from 8 am to 5 pm	7
T1	All internal streets and laneways in Gilberton (not Walkerville Terrace and Stephen Terrace)	Implement a 40 km/h wide speed limit throughout Gilberton	6
T10	Gilbert Street between Tyne Street and Rose Street	Design and implement traffic calming measures to slow down traffic	6
T3	Bundeys Road, Park Terrace and Hackney Road	Council to advocate to DPTI to change the ban on AM and PM peak right turning movements	6
T5	Stephen Terrace between Walkerville Terrace and Payneham Road	Council to advocate to DPTI to change the speed limit from 60 km/h to 50 km/h as part of a slower gateway to Walkerville road and for road safety reasons	6
T6	Stephen Terrace between Walkerville Terrace and Payneham Road	Council to advocate to DPTI to ban heavy vehicles to encourage them to use either Portrush Road or the Ring Road	6
T7	Park Road at Park Terrace access	Council to advocate to DPTI to redesign the intersection to allow for vehicles to exit onto Park Road to cross over to Melbourne Street	6
T8	Tyne Street between Thames Street and Stephen Terrace	Design and implement traffic calming measures to slow down traffic	6

Township Wide On-street Parking Policy

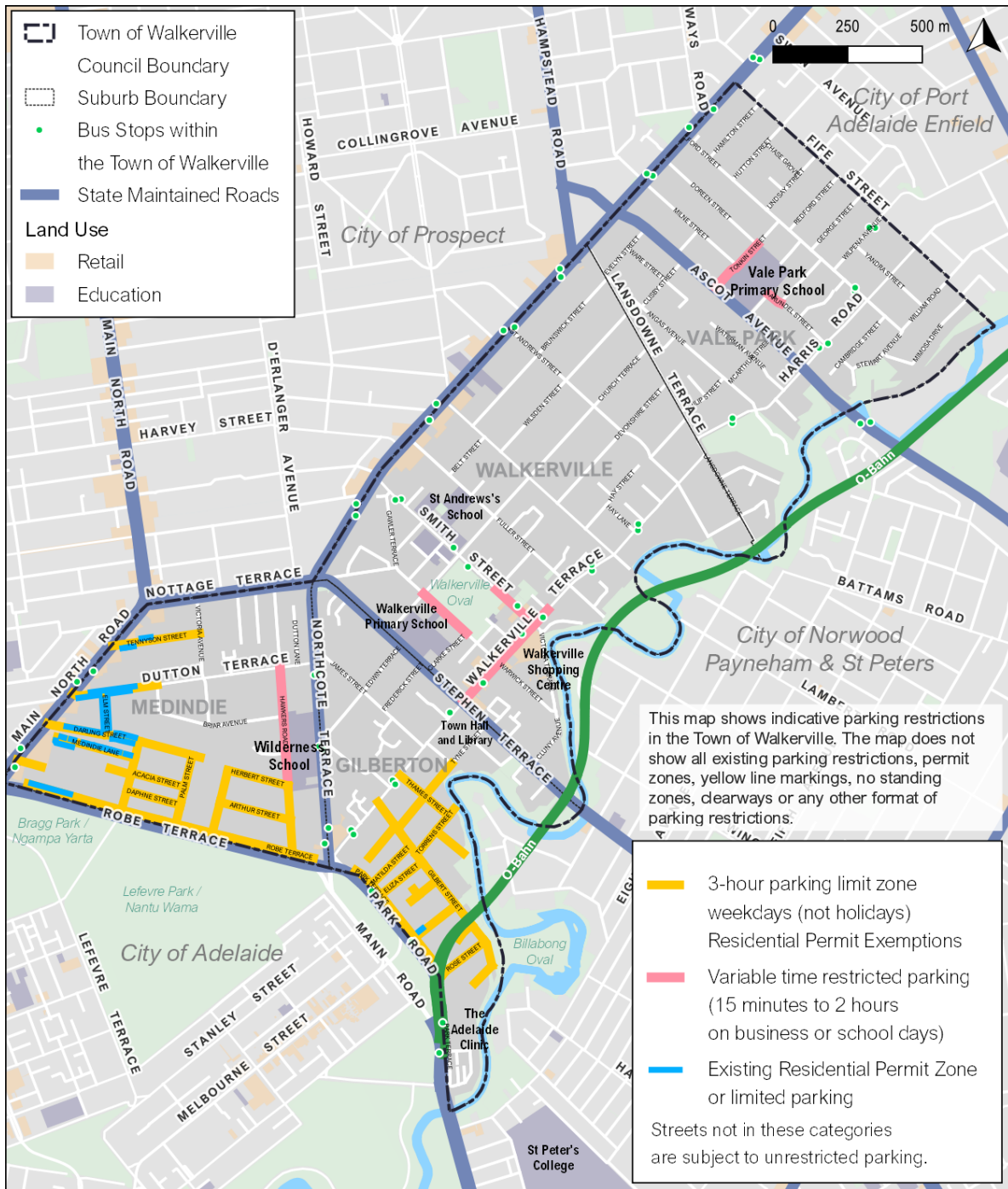
In addition to the Gilberton study area, a high-level review of the existing Council-wide parking policies from a holistic traffic management perspective was conducted based on local knowledge, discussions with Council staff and previous parking studies. Subsequently, an on-street parking policy was developed with a mechanism to address parking concerns raised by residents in relation to all day parking within the township and around locations of significance, such as schools, retail shopping precincts (Walkerville Terrace) and close proximity to bus routes through the Town of Walkerville.

A township-wide on-street parking policy was developed with the following types of parking controls:

- Unrestricted parking with no signage or restrictions for on-street parking.
- Streets with special resident permit zones and restrictions, including disabled parking spaces.
- Short-term time restricted parking of less than one hour or shorter in high activity zones, such as in the Walkerville shopping precinct, in the school pick-up and drop-off zones and selected local streets.
- Designated streets with a high likelihood of commuter parking in front of residential premises on Monday to Friday with a time limit of three hours between 9 am and 5 pm.

A township-wide on-street parking policy was developed as shown in Figure E.1. This proposed on-street parking plan is complementary to the “General On-street Parking Policy” that was adopted by Council on 17th February 2020 and provides more details for the locations of the on-street timed parking restrictions.

Figure E.1: Draft Proposal for the Walkerville Township On-street Parking Policy



1. INTRODUCTION

1.1. Background

The Town of Walkerville (Council) committed to developing the Town of Walkerville Traffic Plan 2017-2022 (A Movement Management Plan) as part of continued development of its strategic framework and direction setting for the next 5 to 10 years. This Town of Walkerville Traffic Plan 2017-2022 (A Movement Management Plan) aimed to build upon the recent actions and recommendations from the Movement Management Plan (formulated for the council in 2014) which provided a clear direction for all modes of transport within the context of local and regional needs for movement and access.

This local traffic management and parking study was undertaken to review the traffic patterns, existing on-street parking provisions to cater for the parking needs of local residents and visitors external to the study area and any other relevant transport and movement issues.

The key streets of interest in the study area for through traffic movements and on-street parking issues are:

- Tyne Street, Gilbert Street, Rose Street and the Park Terrace service road

The issues to be investigated in these streets are:

- The peak period and daily traffic volumes and speeds that create unsafe conditions for pedestrians and cyclists and noise and poor amenity for the local residents in these streets.
- Parking in the local streets near the Adelaide Clinic with workers and visitors.
- The traffic and the number of the commuters in the Park Terrace service roads and adjacent roads to access the Adelaide CBD using the streets for all day parking.

Key issues for traffic and parking for the study area within the suburb of Gilberton that were investigated include:

- The volume and speed of traffic along Tyne Street, Rose Street, Gilbert Street and Matilda Street.
- The volume of traffic and parking generated by the people utilising both Park Terrace Service roads and adjacent roads to access the Adelaide CBD (all day parking).
- Existing parking policy provisions and its shortcomings from a holistic traffic management perspective.

In addition to the Gilberton study area, a high-level review of the existing Council-wide parking policies was conducted from a holistic traffic management perspective. An overarching mechanism was developed to address parking concerns raised by residents in relation to all day parking within the township and around locations of significance, such as schools, retail shopping precincts (Walkerville Terrace) and close proximity to bus routes through the Town of Walkerville.

The wider township on-street parking policy review has the following objectives:

- To develop a mechanism to address parking concerns raised by residents in relation to all day parking within the entire township and around locations of significance, such as at schools, retail zones and within close proximity of the bus stops with direct services to Adelaide CBD.
- Improve the general lack of clarity regarding the different parking controls in effect across the township.

1.2. Study Area

The study area for the Gilberton local area traffic and parking study is shown in Figure 1.1. It includes all local streets bounded by Stephen Terrace, Walkerville Terrace, Park Terrace and the Torrens River. The study does not include the assessment of the arterial roads and intersections owned, controlled and managed by DPTI, such as Park Terrace and Stephen Terrace, however access to and from the Gilberton study area from all adjoining roads was part of the study scope.

Figure 1.1: Gilberton Local Area Traffic Management and Parking Study Area



1.3. Structure of Report

This study report is structured with the following sections:

- **Existing Conditions** providing the existing traffic volumes and speeds on the local streets, walking and cycling infrastructure and the on-street parking controls within the study area. Key issues identified from site visits by the study team are also described with photographic examples.
- **Community and Stakeholder Consultation** with a summary of the key issues and suggestions provided by the key stakeholders (The Adelaide Clinic) and the community provided from an online survey held from 3rd February to 28th February 2020, written submissions from the general public and discussions at a community drop-in session held in February 2020.
- **Proposed Transport and Parking Initiatives** to address the issues identified by the community and key stakeholders are developed and described under the key themes of traffic, parking, walking and cycling.
- **Prioritised Transport and Parking Action Plan** assessing and scoring the initiatives based on a list of criteria developed to provide a prioritised list of actions to be considered by the Council.
- **Conclusions and Recommendations** with a summary of the key issues for residents, workers and visitors in the Gilberton study area and the next steps with the proposed initiatives from the transport and parking action plan. An overarching mechanism was developed to address parking concerns raised by residents in relation to all day parking within the township and around locations of significance, such as schools, retail shopping precincts (Walkerville Terrace) and close proximity to bus routes through the Town of Walkerville.
- **Appendices** traffic and speed survey results, a copy of the online community survey (Survey Monkey) and the flyer and a list of the detailed comments from the community consultation surveys.

2. EXISTING CONDITIONS

2.1. Existing Transport Network

2.1.1. Street Network and Transport Infrastructure

Road Network

The study area is bounded by Stephen Terrace to the east, a sub-arterial road that is owned and maintained by the Department of Planning Transport and Infrastructure (DPTI). To the north of the study area is Walkerville Terrace which is a collector road and is owned and maintained by the Town of Walkerville (Council). To the west of the study area is Park Road which is a three to four lane one-way (southbound) arterial road that is part of the Adelaide Ring Road (R1) and is owned and maintained by DPTI. A guided busway (O-Bahn) owned and maintained by DPTI runs through the study area on a lowered dual track with access onto Park Road at the Park Road / Bundeys Road / Park Terrace intersection. The remaining roads within the study area are local roads that are owned and maintained by Council.

Traffic Volumes on Arterial Roads

The annual average daily traffic volumes and heavy vehicle volumes obtained from LocationSA are summarised in Table 2.1.

Table 2.1: Traffic and Heavy Vehicle Volumes along Adjoining Road Network

Road	Average Daily Traffic Volume	Heavy Vehicle Volume	Heavy Vehicle (percentage)
Park Road / Mann Road	53,300	1,900	3.5 %
Stephen Terrace	22,300	560	2.5 %
Walkerville Terrace	9,800	n/a	n/a

Cycling Network

South of the study area, the River Torrens provides a shared bicycle path as part of the Torrens River Linear Trail. It follows along the river bank from Adelaide CBD, North Adelaide to the north eastern suburbs. The Adelaide Park Lands Trails are located immediately west of the study area in North Adelaide with access from Melbourne Street and Bundeys Road. The Levels-City Bikeway connecting the City to Mawson Lakes passes through the Gilberton study area along Simpson Street, Gilbert Street and Walkerville Terrace. Gilbert Street has bike symbols painted along the edge of the roadway and Walkerville Terrace has on road bicycle lanes in both directions that operate at all times.

Public Transport Network

The following roads have bus routes within the vicinity of the study area:

- **Walkerville Terrace** that is serviced by bus routes 206, 208 and 281 with a 15-minute frequency on weekdays from 7:30 am-6:30 pm (Go Zone). Walkerville Terrace has three stop locations within the study area between Northcote Terrace and Stephen Terrace.
- **Northcote Terrace** that is serviced by bus routes 202, 203, 271 and 273 with a 15-minute frequency on weekdays from 7:30 am – 6:30 pm (Go Zone). The nearest bus stop on Northcote Road to the study area is stop 7.
- **Park Road** which has three bus stop locations along Park Road that are serviced by bus Route 281 with a half-hourly service on weekdays.

The guided busway (O-Bahn) does not service the Gilberton study area, but it passes through in a cutting and tunnel with a pedestrian walkway over the O-Bahn between Park Terrace and Rose Street. This walkway allows residents from Rose Street and the area of Gilberton south of the O-Bahn corridor to walk to the bus stop in Park Road.

Intersections

The study area has the following signalised intersections:

- Walkerville Terrace / Stephen Terrace
- Walkerville Terrace / Park Road (R1) / Mann Road (R1) / Robe Terrace (R1) / Northcote Terrace
- Park Road (R1) / Park Terrace / Hackney Road (R1) / Bundeys Road
- Pedestrian Actuated Crossing (PAC) on Park Road adjacent to Melbourne Street

Additional Traffic Controls

- Speed bumps are located along Park Terrace and Rose Street between Mersey Street and Gilbert Street
- No Right Turn into Park Terrace from Hackney Road between 7am-9am and 4pm-6pm Monday to Friday
- No Entry from Stephen Terrace into Bardini Street

Parking

Unrestricted on-street parking exists in most local streets in the study area and along Walkerville Terrace, except for the following locations and restrictions:

- Along both sides of Thames Street with 2-hour limit from 8 am to 11 am on Monday to Friday
- No stopping on the southside of Tyne Street near Gilbert Street, along the southside of Eliza Street and at the southern end of Thames Street, as shown in Figure 2.1
- No parking in Stour Street west of Gilbert Street

Overview of Transport Infrastructure and On-Street Parking Controls

The traffic controls and signals, on-street parking restrictions, bus stops and the key cycling routes in the Gilberton study area are shown in Figure 2.1 and Figure 2.2 for the northern and southern sections of the study area respectively.

EXISTING CONDITIONS

Figure 2.1: Existing Transport Infrastructure in the Gilberton Study Area (northern section)



EXISTING CONDITIONS

Figure 2.2: Existing Transport Infrastructure in the Gilberton Study Area (southern section)



2.1.2. Crash Statistics

Road crash data in the last available five-year period (2014-2018) was obtained from data.sa.gov.au. The type of crash and severity at intersections are summarised in Table 2.2. There have been no fatalities or serious injuries at the intersections or within the study area in the last available five years of crash data. The intersection of Walkerville Terrace / Northcote Terrace / Park Road / Robe Terrace has recently had road reconfiguration improvements designed, managed and built by the Department of Planning, Transport and Infrastructure (DPTI) with an additional third lane on Robe Terrace.

Table 2.2: Crash Data Five Year Period at Key Intersections in the Gilberton Study Area

Crash Type	Walkerville Tce/ Northcote Tce/ Park Rd/ Robe Tce	Stephen Tce / Walkerville Tce	Bundeys Rd / Park Rd / Park Tce	Tyne St / Stephen Tce
Rear End	10	10	9	2
Side Swipe	6	-	2	
Right Angle	3	1	2	2
Roll Over	1	1	-	-
Right Turn	1	2	5	-
Hit Fixed Object	-	1	-	-
Total Crashes	21	15	18	4
Severity	8 minor injures	2 minor injures	5 minor injures	-

Source: Crash statistics from SA Government from 2014-2018.

2.1.3. Key Issues for Traffic, Parking, Walking and Cycling

On Tuesday 4 February 2020, a site visit was conducted to identify issues with the transport infrastructure and parking in the study area. Some of the key issues relating to each mode of transport / parking are as follows:

Traffic Volumes

Vehicles travelling from Stephen Terrace as shown in Figure 2.3 travel along Tyne Street and River Street to avoid the traffic signals at the Walkerville Terrace / Stephen Terrace intersection. Vehicles also continue along Tyne Street and travel along Gilbert Street, Matilda Street and Park Terrace to access Park Road to avoid the Northcote Terrace / Walkerville Terrace / Park Road / Robe Terrace intersection.

Vehicles that are accessing Park Road from Park Terrace are blocked by vehicles queuing to access Melbourne Street as shown in Figure 2.4. This creates delays to the traffic and a hazardous situation.

Figure 2.3: Stephen Terrace at Tyne Street



Figure 2.4: Park Terrace exit onto Park Road



Parking

Along Park Terrace, there are people parking their vehicles for long periods throughout a weekday as shown in Figure 2.5. Many of these people may be walking, cycling or using public transport to commute to the City or to North Adelaide.

Parking is observed to be an issue along Tyne Street between Gilbert Street and Thames Street where the roadway narrows making it difficult for two-way movement when both sides have parked vehicles as shown in Figure 2.6.

Figure 2.5: Vehicle Parked along Park Terrace



Figure 2.6: Tyne Street west of Thames Street (looking west)



Pedestrian Facilities

A section of footpath pavement on Gilbert Street is uneven from a nearby tree as shown in Figure 2.7. The pedestrian connectivity at the south end of the footbridge over the O-Bahn corridor onto Rose Street is poor. Tactile indicators on the north side footpath are missing with no westbound continuing footpath on the north side or connecting kerb ramp on south side.

Junctions along Tyne Street have poor pedestrian crossings at Gilbert Street / Tyne Street and Thames Street / Tyne Street. The kerb ramps at this intersection are positioned into the junction and are not DDA compliant as shown in Figure 2.8.

Figure 2.7: Footpath along Gilbert Street



Figure 2.8: Footpath Ramps at Thames Street / Tyne Street



Cycling Facilities

Simpson Street and Gilbert Street in Gilberton are part of the 'Levels Bikeway' route that runs from the City to Mawson Lakes. There are no centre roadway bike sharrows on both roads with only bike symbols on the edge of Gilbert Street as shown in Figure 2.9. The current bike symbols on Gilbert Street can be blocked from view when a vehicle is parked on top of them.

Wayfinding signage does not exist along Gilbert Street to direct cyclists along the bicycle routes and pedestrians with poor connectivity onto the Linear Trail at Gilbert Street / Rose Street junction as shown in Figure 2.10.

Figure 2.9: Existing Bike Symbol on Gilbert Street

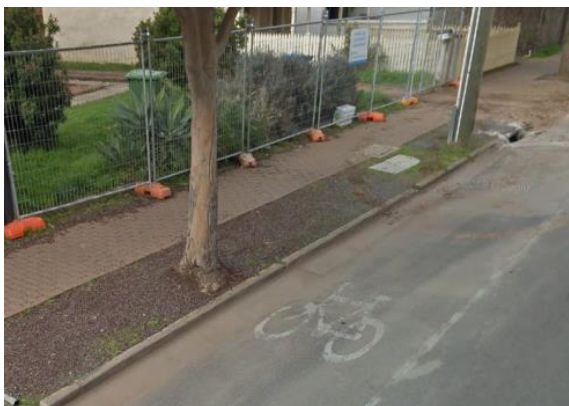


Figure 2.10: Linear Trail Connectivity at Gilbert Street / Rose Street



2.2. Traffic Volumes and Speeds in the Local Streets of Gilberton

Automatic traffic count tubes were installed at four locations from Monday 28th October to Sunday 3rd November 2019 to measure vehicle traffic volumes and speeds. The weather during the 7-day period was fine, warm and dry. The tube counters were installed at:

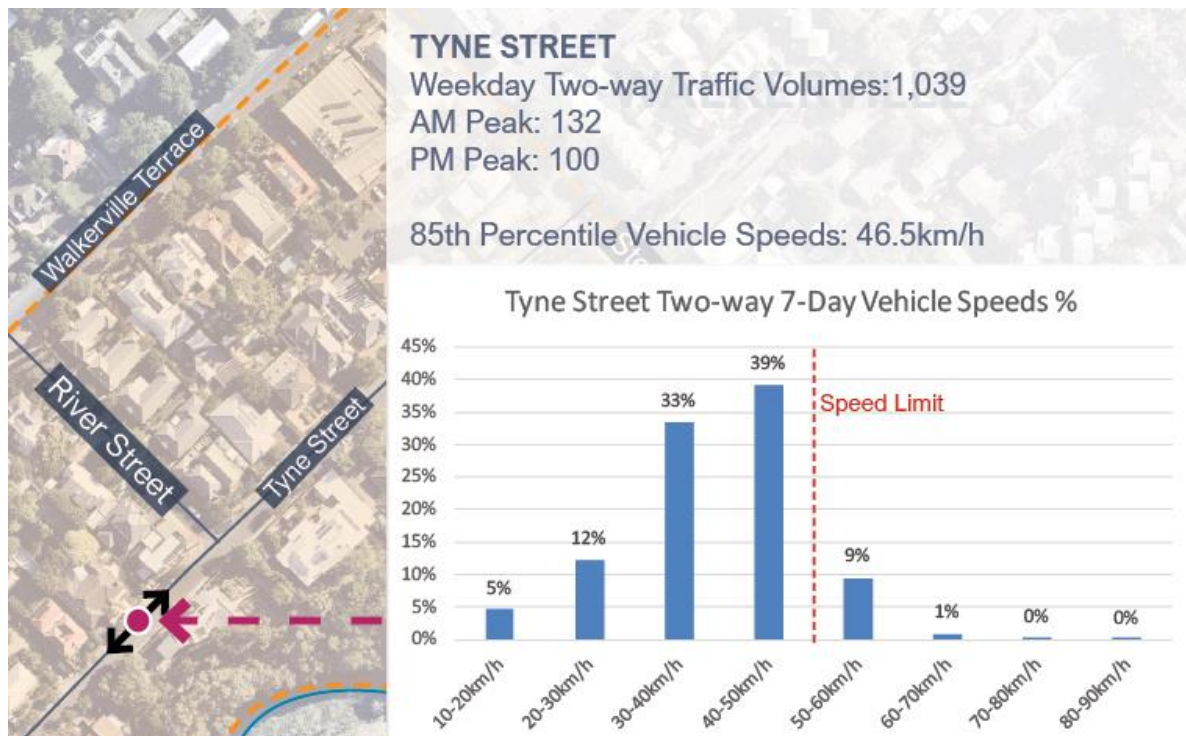
- Tyne Street between River Street and Thames Street
- Matilda Street immediately west of Gilbert Street
- Gilbert Street between Stour Street and Simpson Street
- Rose Street south of the Elliot Lodge SA Housing Trust apartments

The results of these traffic surveys are as followed:

Tyne Street

The traffic in Tyne Street had a two-way weekday average total of 1,039 vehicles. The traffic volumes were 132 in the AM peak between 8 am and 9 am and 100 vehicles in the PM peak between 4 pm and 5 pm. Vehicle speeds along Tyne Street recorded 10 per cent of vehicles travelling above the speed limit with the 85th percentile speed at 46.5 km/h. A summary of the traffic volumes / vehicle speeds along with the location of the tube counter is shown in Figure 2.11.

Figure 2.11: Tyne Street Traffic and Vehicle Speeds

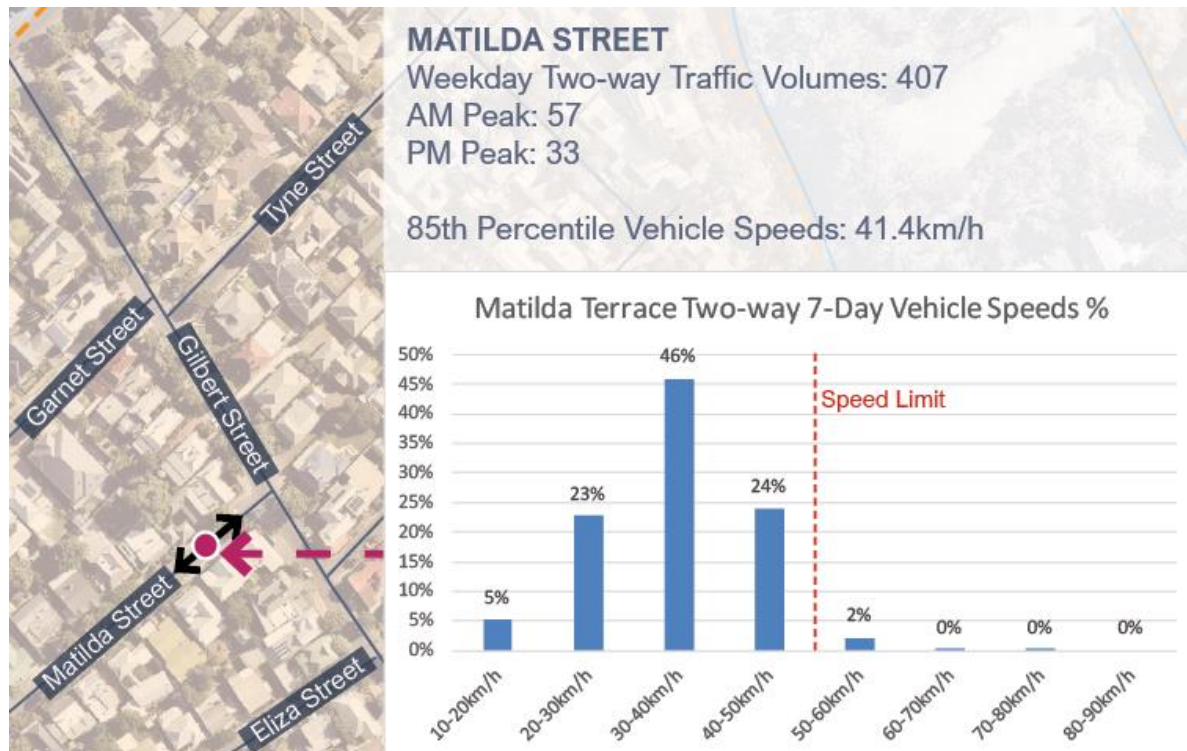


Matilda Street

The traffic in Matilda Street had a two-way weekday average total of 407 vehicles. The traffic volumes were 57 in the AM peak between 8 am and 9 am and 33 vehicles in the PM peak between 4 pm and 5 pm. These are considered to be very low volumes. Vehicles speeds along Matilda Street recorded two per cent of

vehicles travelling above the speed limit with the 85th percentile speed at 41 km/h. The traffic volumes / vehicle speeds are shown with the location of the tube counter in Figure 2.12.

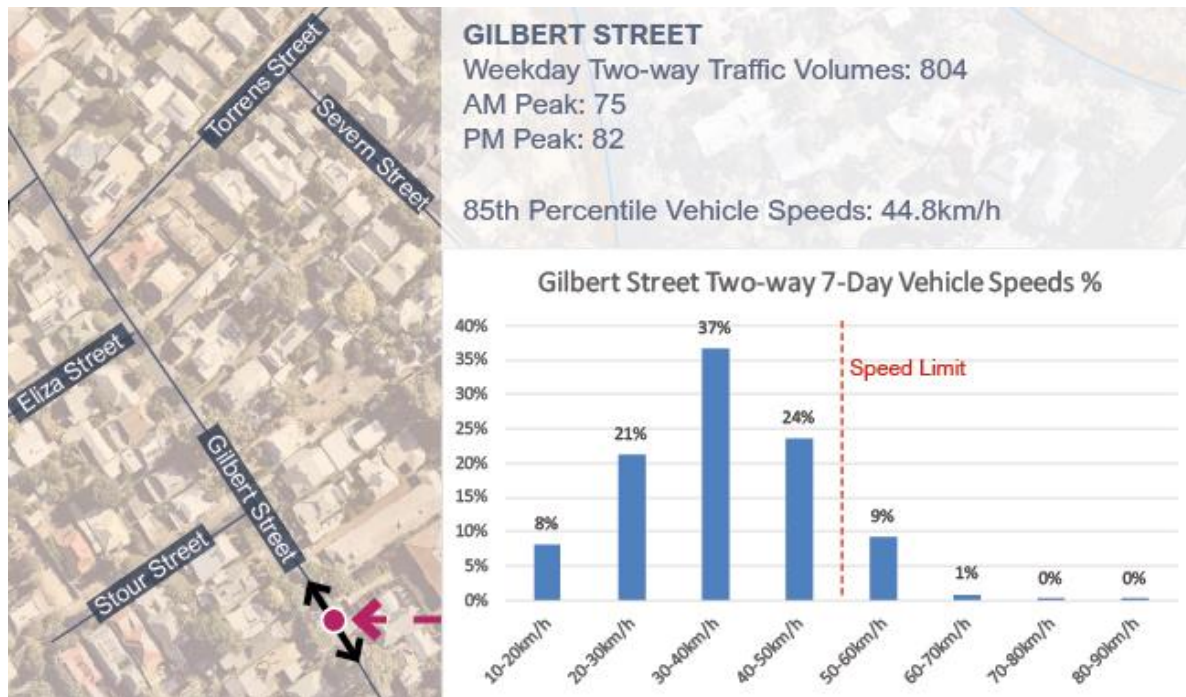
Figure 2.12: Matilda Street Traffic and Vehicle Speeds



Gilbert Street

The traffic in Gilbert Street had a two-way weekday average total of 804 vehicles. The traffic volumes were 75 in the AM peak between 8 am and 9 am and 82 vehicles in the PM peak between 4 pm and 5 pm. Vehicles speeds along Gilbert Street recorded 10 per cent of vehicles travelling above the speed limit with the 85th percentile speed at 44.8 km/h. A summary of the traffic volumes / vehicle speeds along with the location of the tube counter is shown in Figure 2.13.

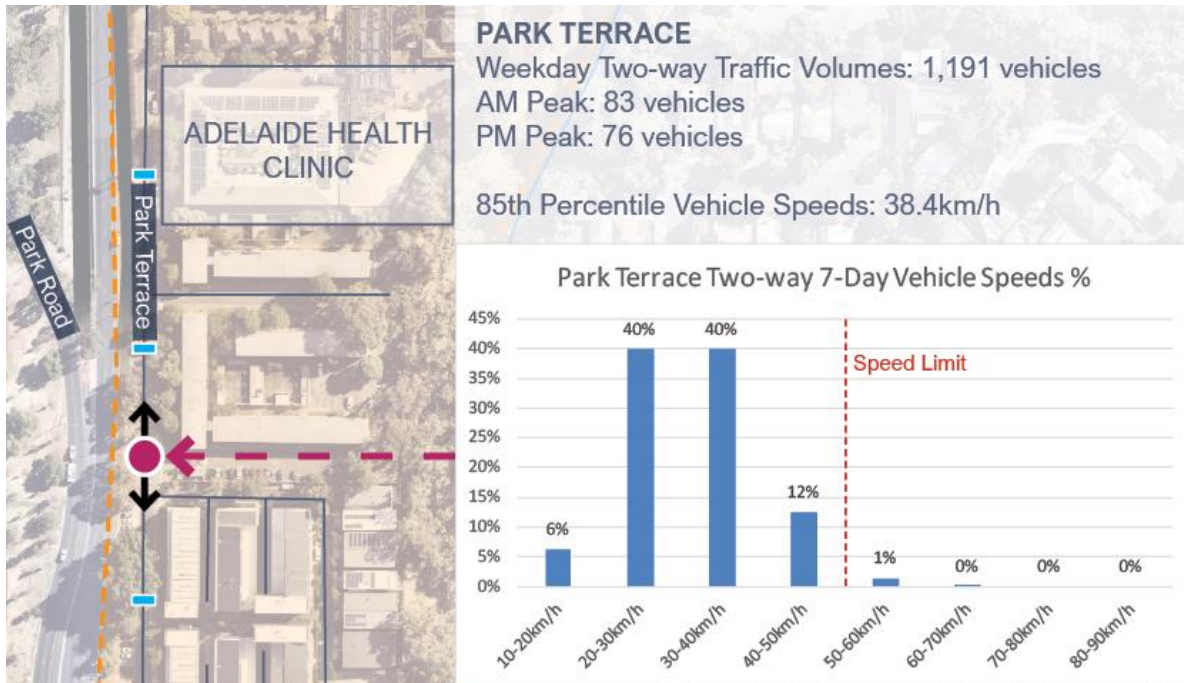
Figure 2.13: Gilbert Street Traffic Speeds and Volumes



Park Terrace

The traffic in Park Terrace had a two-way weekday average total of 1,191 vehicles. The traffic volumes were 83 in the AM peak between 8 am and 9 am and 76 vehicles in the PM peak between 4 pm and 5 pm. Vehicles speeds along Park Terrace recorded one per cent of vehicles travelling above the speed limit with the 85th percentile speed at 38.4 km/h. A summary of the traffic volumes / vehicle speeds along with the location of the tube counter is shown in Figure 2.14.

Figure 2.14: Park Terrace Traffic Speeds and Volumes



3. COMMUNITY AND STAKEHOLDER CONSULTATION

3.1. Community Engagement

In order to identify and understand issues with traffic and parking in the Gilberton study area, various community and stakeholder engagement activities were conducted during February 2020. These consultation activities included an online community survey, written submissions from the public via email or hardcopy and meetings with key stakeholders in the study area.

Issues with the existing traffic volumes and speeds, on-street parking and pedestrian and cyclist movements were canvassed in addition to suggestions from the residents and workers in the Gilberton study area and others who travel through Gilberton using the local streets.

3.1.1. Online Survey

An online community survey was designed with a series of 11 multiple choice or open-ended questions with regards to their transport mode and movements and their issues and suggestions relating to transport and parking in the Gilberton study area. The survey form, using the Survey Monkey engagement software, is included in Appendix B. The survey consultation period was open from 3rd February to 28th February 2020.

A flyer was prepared to advise residents and workers in the Gilberton study area about the Gilberton traffic and parking study and inviting them to participate in the online community survey. The flyer that was distributed to all households in the study area is included in Appendix B. The online survey consultation was also promoted through the Town of Walkerville Weekly Roundup each Friday during February.

A summary of the online survey results is provided as follows with the charts and more details responses included in Appendix C.

Survey Participation and Type of Respondents

- A total of 86 surveys were completed by the public. 94 per cent of respondents were local residents, 2 per cent were visitors and four per cent worked within the study area. None of the respondents were commuters parking in the local streets.
- The survey results with the highest percentage of where people walk / cycle to was Melbourne Street in North Adelaide with 23 per of respondents. Walkerville Shopping precinct was the second highest with 20 percent of respondents. Adelaide was the third highest with 18 per cent of respondents. When combining the number of respondents walking / cycling to the City of Adelaide Council wide area, this equalled 57 per cent of respondents.

Key Issues for Traffic Volumes and Speeds

- 52 per cent of respondents stating yes for both speed and traffic volumes as an issue. 18 per cent stated yes for only traffic volumes and 8 per cent stated yes of only speeding. 22 per cent of respondents stated that traffic and vehicle speeds were not an issue.

Key Issues for On-street Parking

- 81 per cent of respondents park a private vehicle in their own driveway and 13 per cent on the street.
- On-street parking in their street is an issue for 70 per cent.

Other Questions about Transport

When compared to the 2016 ABS Census, the mode share for Gilberton residents for their Travel to Work is:

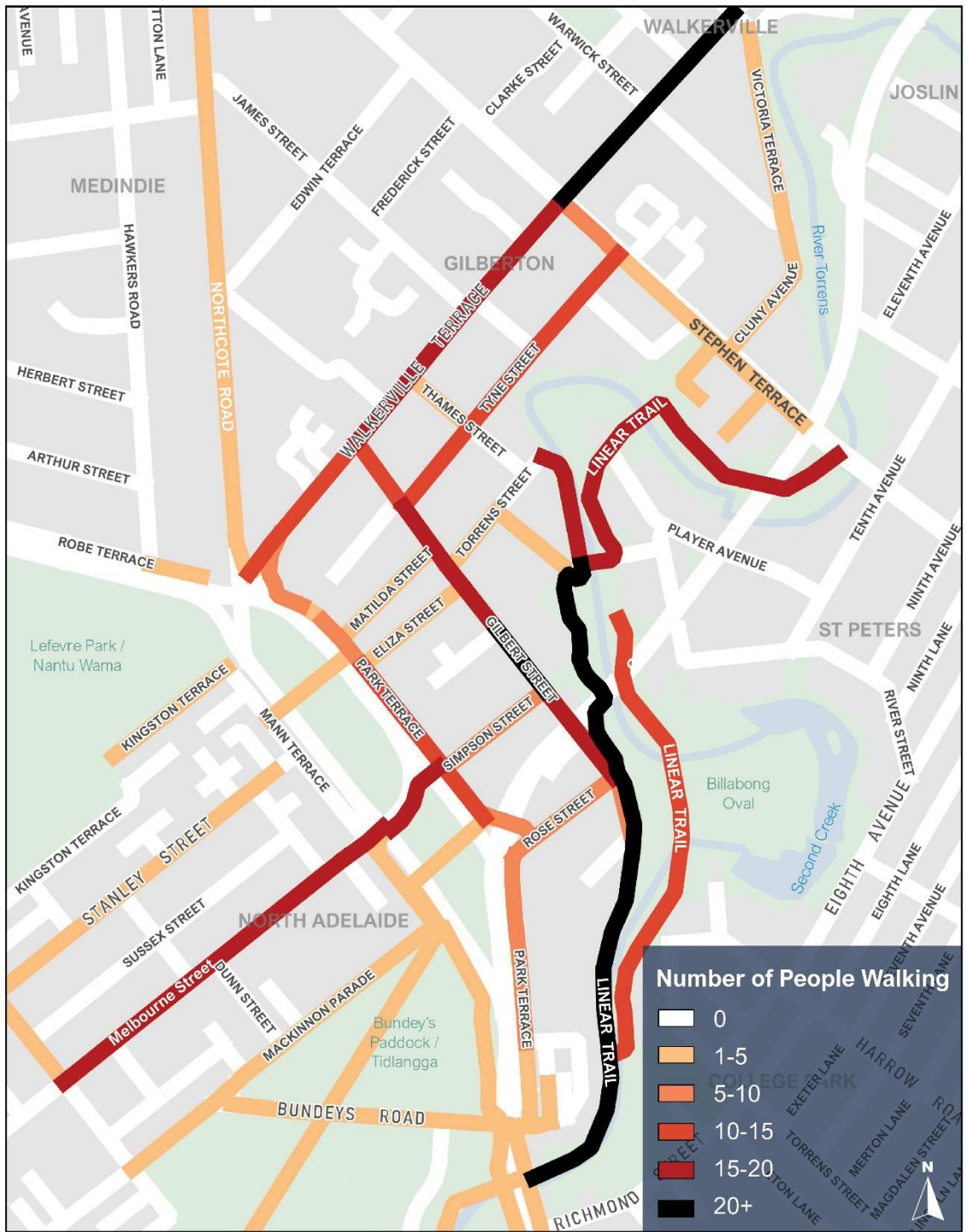
- 72 per cent by car
- 8 per cent by bus
- 6 per cent by walking only
- 5 per cent by bicycle

55 per cent of respondents typically travel on a weekday in a private vehicle alone, 20 per cent drive with a passenger and two per cent drive as a passenger in a car. This gives a combined private vehicle mode share of 77 per cent. The remaining respondents typically commuter using public transport at 6 per cent, by bicycle at 6 per cent and walking only at 11 per cent.

Respondents were asked “what paths / roads do they typically walk or cycle along?” The combined results are shown in Figure 3.1. The most popular walking and cycling routes were along the Linear Trail, the northern section of Walkerville Terrace and a section along Gilbert Street with over 25 respondents. The remaining sections of the Linear Trail, Walkerville Terrace, Gilbert Street and Melbourne Street had second highest with 20 respondents. Tyne Street was also a popular walking street for 15 respondents.

COMMUNITY AND STAKEHOLDER CONSULTATION

Figure 3.1: Pedestrian Volumes from the Online Survey Results in Gilberton



3.1.2. Community Submissions

A total of eight email and hardcopy submissions were received during February 2020 and summary of the key issues from these are summarised in Table 3.1.

Table 3.1: Summary of Issues from Email and Hard Copy Submissions

Issues
• No Right Turn access at Hackney Road / Park Terrace intersection during Peak Times
• People parking at the end of Gilbert Street (south end) and commuting to the City, wants permit parking
• Wants yellow line marking on corner of Torrens/ Gilbert Street junction. People parking in front of Post Box on Gilbert
• Want Yellow Line Marking at Junctions
• Cars parked on both sides of Tyne, Gilbert and Park Terrace link obstructing traffic flow
• Does not want parking restrictions on Walkerville Terrace
• AM unwanted through traffic along Tyne, Matilda and Park Terrace
• All day parking issues along Park Terrace Mon-Fri
• Anti-social behaviour along Tyne Street, wants improved street lighting and retain vehicle movement for passive surveillance
• People are parking on Tyne Street to take public transport
• Want a 'KEEP CLEAR' installed on Stephen Terrace/Tyne Street junction
• Wants yellow line marking at Stephen Terrace/Tyne Street junction extended

3.1.3. Community Drop-in Session

A drop-in session was held at Walkerville Town Hall on Tuesday 25 February 2020 from 5.30 pm until 7 pm. A total of 13 residents attended to provide additional comments. The key discussions issues are summarised in Table 3.2.

Table 3.2: Summary of Issues from Community Consultation Session

Location	Issue
Park Terrace	Vehicles block the access road onto Park Road because they are trying to cross over to Melbourne Street
Hackney Road / Park Terrace	Reinstate Right Turn
Tyne Street / River Street	unwanted through traffic route to avoid traffic signals
Matilda Street	unwanted through traffic route and speeding traffic
Matilda Street / Gilbert Street and Gilbert Street / Rose Street	Corner cutting
Matilda Street	Parking is increasing
Garnet Street	Poor no through road signage
Gilbert Street	Site lines obstructed by parking
Gilbert Street	Would support slow traffic on Gilbert Street (speed bumps or opposite parking)
Gilbert Street	Footpath uneven
Walkerville Terrace	Overgrown hedges
Hackney Road / Park Terrace	Traffic signal wait times too long to exit Park Terrace

Location	Issue
Tyne Street	Tyne Street too narrow for parking on both sides at the west end
Tyne Terrace / Stephen Terrace	Install 'Keep Clear' on Stephen Terrace / Tyne Street
Walkerville Terrace	Does not want parking restrictions on Walkerville Terrace
Park Terrace	Does not want timed parking in front of the Adelaide Clinic
Thames Street	All day parking occurring despite 2-hour parking restriction
Tyne Street	Potential for timed parking
Walkerville Terrace / Park Road	Isn't necessarily safe in AM Peak

3.2. Stakeholder Engagement

A meeting was held with the CEO of The Adelaide Clinic in February 2020 with the following issues identified:

- Since the completion of the residential expansion project in December 2019, the on-street parking issues in the southern end of Gilbert Street and Rose Street are no longer an issue.
- All overnight patients to the clinic have transport to the facility by carers, friends and family or public transport. They do not drive to be admitted to the clinic and no onsite parking is provided for them.
- All of the onsite parking is for staff or the vehicles used by the Clinic to service other facilities.
- The unrestricted parking in Park Terrace immediately in front of the Clinic's buildings are for short term parking for visitors and carers. This parking should remain as unrestricted and it provides sufficient capacity.
- Social issues with vandalism and anti-social behaviour exist from the residents of the Housing SA development immediately south of The Adelaide Clinic

3.3. Summary of Key Issues in the Gilberton Study Area

The key issues from the site visits, online survey, email submissions and stakeholder meetings are summarised in the following sections under the relevant type of issue.

3.3.1. Traffic and Road Safety

The main issues relating to traffic and road safety included increase in traffic volumes on local streets, unwanted through traffic, unsafe traffic movements, speeding and delays at intersections. The issues identified for traffic and road safety are given in Table 3.3.

Table 3.3: Issues for Traffic and Road Safety in Gilberton by Location

Location	Issue
All internal streets and laneways in Gilberton (not Walkerville Terrace, Park Road (Ring Road) and Stephen Terrace)	speeding traffic with increased noise affecting the amenity for local residents and road safety for traffic, pedestrians and cyclists
Stephen Terrace and Tyne Street	unsafe traffic movements from Tyne Street to Stephen Terrace southbound and from Stephen Terrace into Tyne Street
Bundeys Road, Park Terrace and Hackney Road	inconvenient traffic access from Hackney Road into Park Terrace during peak periods and remove the need for circuitous traffic movements from Stephen Terrace to Park Terrace via Tyne Street, Gilbert Street and Rose Street

Location	Issue
Bundays Road, Park Terrace and Hackney Road	delays for traffic exiting from Park Terrace into Hackney Road
Stephen Terrace between Walkerville Terrace and Payneham Road	heavy trucks along Stephen Terrace creating road safety risks and noise through the residential areas
Park Road at Park Terrace access	unsafe access to Melbourne Street from Gilberton streets
Tyne Street between Gilbert Street and Stephen Terrace	unsafe traffic, pedestrian and cyclist movements in Tyne Street
Gilbert Street between Tyne Street and Rose Street	unsafe traffic, pedestrian and cyclist movements in Gilbert Street
Matilda Street	circuitous traffic movements along Matilda Street from Stephen Terrace to Park Road
Matilda Street at Gilbert Street	unsafe turning traffic travelling on the wrong side of the street
Garnet Street	inconvenient traffic movements into Garnet Street

3.3.2. On-Street Parking

The main issues relating to On-Street Parking included all-day commuter parking and parking too close to junctions. The issues identified for on-street parking are given in Table 3.4.

Table 3.4: Issues for On-street Parking in Gilberton by Location

Location	Issue
Park Terrace north of the O-Bahn corridor	all day commuter parking within Gilberton
Tyne Street and Gilbert Street intersection	vehicles parking too close to the intersections
Gilbert Street at intersections with other local streets	vehicles parking too close to the intersections
Gilbert Street south of Rose Street	vehicles parking all day in Gilbert Street south of Rose Street

3.3.3. Walking

The main issues for walking were poor quality footpaths and unsafe pedestrian movements at junctions and roads. The issues identified for walking within the study area are given in Table 3.5.

Table 3.5: Issues for Walking in Gilberton by Location

Location	Issue
Stephen Terrace	poor quality footpaths to the Walkerville shopping precinct along Stephen Terrace
Tyne Street and Thames Street intersection	non-compliant and poorly aligned kerb ramps
Tyne Street and Gilbert Street intersection	poor quality footpaths at Tyne Street and Gilbert Street intersection
Hackney Road bridge	poor quality footpaths along Hackney Road
Walkerville Terrace between Park Road and Stephen Terrace	unsafe pedestrian movements over Walkerville Terrace
Walkerville Terrace between Park Road and Stephen Terrace	poor quality footpaths along Walkerville Terrace

Location	Issue
Gilbert Street north of Simpson Street on the east side	poor quality footpaths along Gilbert Street
Gilbert Street opposite Simpson Street	poor quality footpaths across Gilbert Street at Simpson Street
Rose Street/O-Bahn bridge	lack of connecting footpaths and kerb ramps

3.3.4. Cycling

The main issues relating to cycling were lack of bicycle infrastructure and poor wayfinding signage to the linear trail. The issues identified for cycling through and within the study area are given in Table 3.6.

Table 3.6: Issues for Cycling in Gilberton by Location

Location	Issue
Gilbert Street and Simpson Street	lack of quality bicycle infrastructure / wayfinding at the entrance to the Linear Trail
Linear Trail between Severn Street and Gilbert Street at Rose Street	lack of quality bicycle infrastructure at the entrance to the Linear Trail
Linear Trail between Severn Street and Gilbert Street at Rose Street	inadequate information about cycling routes
Stephen Terrace at Bardini Street	inadequate information about cycling routes
Stephen Terrace at Creswell Court	lack of wayfinding signage to the Linear Park connection for cyclists beyond the no through road

4. PROPOSED TRANSPORT AND PARKING INITIATIVES

4.1. Traffic and Road Safety

The initiatives to address the issues with traffic and road safety in the Gilberton study area were developed as given in Table 4.1.

Table 4.1: Initiatives to Address Traffic and Road Safety Issues

Initiative ID	Location	Description	Issue Addressed
T1	All internal streets and laneways in Gilberton (not Walkerville Terrace and Stephen Terrace)	Implement a 40 km/h wide speed limit throughout Gilberton	reduce the occurrence of speeding traffic, noise and improve the amenity for local residents
T2	Stephen Terrace and Tyne Street	Implement a 'KEEP CLEAR' zone at the intersection of Stephen Terrace / Tyne Street according to the DPTI pavement marking operational instruction 2.23 (2018)	allow turning vehicles safer movements from Tyne Street to Stephen Terrace southbound and from Stephen Terrace
T3	Bundeys Road, Park Terrace and Hackney Road	Council to advocate to DPTI to change the ban on AM and PM peak right turning movements	allow for more convenient traffic access from Hackney Road into Park Terrace during peak periods and remove the need for circuitous traffic movements from Stephen Terrace to Park Terrace via Tyne Street, Gilbert Street and Rose Street
T4	Bundeys Road, Park Terrace and Hackney Road	Council to advocate to DPTI to change signal sequence and cycle timing to allow for shorter wait times for vehicles exiting from Park Terrace to Hackney Road	reduce waiting times for traffic exiting from Park Terrace into Hackney Road
T5	Stephen Terrace between Walkerville Terrace and Payneham Road	Council to advocate to DPTI to change the speed limit from 60 km/h to 50 km/h as part of a slower gateway to Walkerville road and for road safety reasons	discourage heavy trucks along Stephen Terrace
T6	Stephen Terrace between Walkerville Terrace and Payneham Road	Council to advocate to DPTI to ban heavy vehicles to encourage them to use either Portrush Road or the Ring Road	discourage heavy trucks along Stephen Terrace

PROPOSED TRANSPORT AND PARKING INITIATIVES

Initiative ID	Location	Description	Issue Addressed
T7	Park Road at Park Terrace access	Council to advocate to DPTI to redesign the intersection to allow for vehicles to exit onto Park Road to cross over to Melbourne Street	safer access to Melbourne Street from Gilberton streets
T8	Tyne Street between Thames Street and Stephen Terrace	Design and implement traffic calming measures to slow down traffic	safer traffic, pedestrian and cyclist movements in Tyne Street
T9	Tyne Street between Gilbert Street and Thames Street	Implement Australian Road Rule 208 for narrow streets with signage	safer traffic movements in Tyne Street
T10	Gilbert Street between Tyne Street and Rose Street	Design and implement traffic calming measures to slow down traffic	safer traffic, pedestrian and cyclist movements in Tyne Street
T11	Matilda Street	Convert traffic movement to one-way eastbound only with Eliza Street as the existing one-way street for westbound movements	discourage circuitous traffic movements along Matilda Street from Stephen Terrace to Park Road
T12	Matilda Street at Gilbert Street	Implement yellow line marking to stop parking vehicles close to the intersection	improve safety for vehicles turning into Matilda Street
T13	Garnet Street	Implement better signage for "No Through Road" at Gilbert Street entrance to Garnet Street	reduce the occurrence of unintended traffic access and resulting turn-round manoeuvres

4.2. On-Street Parking

The initiatives to address the issues with on-street parking in the Gilberton study area were developed as given in Table 4.2.

Table 4.2: Initiatives to Address the On-street Parking Issues

Initiative ID	Location	Description	Issue Addressed
P1	Selected local streets and in Park Terrace north of the O-Bahn corridor	Implement residential permit parking in Park Terrace	discourage commuter parking within Gilberton
P2	Selected local streets and in Park Terrace north of the O-Bahn corridor	Implement timed parking restrictions on weekdays from 8 am to 5 pm for all internal streets in Gilberton with exceptions for Park Terrace at the Adelaide Clinic	discourage commuter parking within Gilberton
P3	Tyne Street and Gilbert Street intersection	Implement yellow line marking at intersection	discourage vehicles parking too close to the intersections

PROPOSED TRANSPORT AND PARKING INITIATIVES

Initiative ID	Location	Description	Issue Addressed
P4	Gilbert Street at intersections with other local streets	Implement yellow line marking at intersection	discourage vehicles parking too close to the intersections
P5	Gilbert Street south of Rose Street	Implement timed parking restrictions on weekdays from 8 am to 5 pm	discourage vehicles parking all day in Gilbert Street south of Rose Street

4.3. Walking

The initiatives to address the issues of safety and amenity for pedestrians in the Gilberton study area were developed as given in Table 4.3.

Table 4.3: Initiatives to Address the Issues for Pedestrians

Initiative ID	Location	Description	Issue Addressed
W1	Stephen Terrace	Upgrade footpaths along Stephen Terrace	pedestrian safety with poorly aligned and non-compliant footpath infrastructure
W2	Tyne Street between Stephen Terrace and Gilbert Street	Redesign footpaths at intersection to be DDA compliant with kerb ramps	pedestrian safety with poorly aligned and non-compliant footpath infrastructure
W3	Hackney Road bridge	Review pedestrian access over and to the Hackney Road Bridge	encourage more walking with safer footpaths along Hackney Road
W4	Walkerville Terrace between Park Road and Stephen Terrace	Design and implement additional safe crossing points over Walkerville Terrace	encourage safer walking over Walkerville Terrace
W5	Walkerville Terrace between Park Road and Stephen Terrace	Council to send notices to residents to trim the high hedges and bushes that have overgrown the footpath along Walkerville Terrace	encourage safer and more pleasant walking along Walkerville Terrace
W6	Gilbert Street north of Simpson Street on the east side	Remove tree roots or redesign footpath to be safer along the east side of Gilbert Street	encourage more walking with safer footpaths along Gilbert Street
W7	Gilbert Street opposite Simpson Street	Redesign the pedestrian crossing of Gilbert Street to be aligned and DDA compliant	provide safer DDA compliant access across Gilbert Street at Simpson Street
W8	Gilbert Street opposite Simpson Street at the entrance to the Linear Trail	Implement consistent wayfinding signage to inform pedestrians to the Linear Trail	improve information for access to the Linear Trail from Gilbert Street
W9	Rose Street connections to O-Bahn footbridge	Kerb ramps and tactile paving to connect the footbridge to the footpath on the south side of Rose Street	Non-compliant and discontinuous footpath connections

4.4. Cycling

The initiatives to address the issues of safety, amenity and wayfinding for cyclists in the study area were developed as given in Table 4.4.

Table 4.4: Initiatives to Address Issues for Cyclists

Initiative ID	Location	Description	Issue Addressed
C1	Gilbert Street and Simpson Street	Implement bike sharrows along the regional bicycle network in Gilberton	bicycle safety and wayfinding
C2	Linear Trail between Severn Street and Gilbert Street at Rose Street	Install improved wayfinding signage for cyclists to find the entry points to the Linear Trail from Gilbert Street in the south and Tyne Street in the north	cyclist information
C3	Creswell Court between Linear Trail and Stephen Terrace	Install signage between the Linear Trail access for cyclists and Stephen Terrace via Creswell Court	cyclist information

5. PRIORITISED ACTION PLAN

5.1. Assessment Framework

The initiatives, treatments and options developed to assess the traffic, transport and parking issues that are described in Section 4 were assessed to determine the priorities for implementation, further planning or concept design and costing. A basic assessment framework with the following three evaluation criteria was applied using scores from 1 to 3 with 3 as the highest score in terms of achieving objectives or minimising impacts three criteria. The criteria are defined as:

- Addressing Key Issue
 - Completely = 3
 - Partly resolved = 2
 - Future consideration = 1
- Ease of implementation
 - Easy with limited consultation and no construction = 3
 - Requires some planning and design, consultation and localised construction = 2
 - Requires detailed design, significant approvals and construction costs = 1
- Cost for Implementation
 - High over \$50,000 = 1
 - Medium (from \$10,000 to 50,000) = 2
 - Less than \$10,000 = 3

5.2. Priority Assessment of the Initiatives

Based on the three evaluation criteria, the scoring for the 30 proposed initiatives is provided in Table 5.1 with the total scores. The scores are colour-coded red for a score of 1 which is poor or undesirable, yellow for a score of 2 average or manageable and green for a score of 3 which is good with a likely positive outcome.

Table 5.1: Priority Assessment Scoring of the Initiatives in Gilberton

Label	Initiative Description	Addressing Key Issue	Ease of Implementation	Cost for Implementation	Total Score
T1	Implement a 40 km/h wide speed limit throughout Gilberton	3 ●	1 ●	2 ●	6
T2	Implement a KEEP CLEAR zone at the intersection of Stephen Terrace / Tyne Street according to the DPTI pavement marking operational instruction 2.23 (2018)	3 ●	1 ●	3 ●	7
T3	Council to advocate to DPTI to change the ban on AM and PM peak right turning movements	3 ●	1 ●	2 ●	6

PRIORITISED ACTION PLAN

Label	Initiative Description	Addressing Key Issue	Ease of Implementation	Cost for Implementation	Total Score
T4	Council to advocate to DPTI to change signal sequence and cycle timing to allow for shorter wait times for vehicles exiting from Park Terrace to Hackney Road	3 ●	1 ●	3 ●	7
T5	Council to advocate to DPTI to change the speed limit from 60 km/h to 50 km/h as part of a slower gateway to Walkerville road and for road safety reasons	2 ●	1 ●	3 ●	6
T6	Council to advocate to DPTI to ban heavy vehicles to encourage them to use either Portrush Road or the Ring Road	2 ●	1 ●	3 ●	6
T7	Council to advocate to DPTI to redesign the intersection to allow for vehicles to exit onto Park Road to cross over to Melbourne Street	2 ●	1 ●	3 ●	6
T8	Design and implement traffic calming measures to slow down traffic	3 ●	2 ●	1 ●	6
T9	Implement Australian Road Rule 208 on Tyne Street for narrow streets with signage	3 ●	2 ●	3 ●	8
T10	Design and implement traffic calming measures in Tyne Street to slow down traffic	3 ●	2 ●	1 ●	6
T11	Convert traffic movement to one-way eastbound only with Eliza Street as the existing one-way street for westbound movements	3 ●	1 ●	3 ●	7
T12	Implement yellow line marking to encourage turning traffic travelling westbound into Matilda Street to stay in the traffic lane	3 ●	3 ●	3 ●	9
T13	Implement better signage for "No Through Road" at Gilbert Street entrance to Garnet Street	3 ●	3 ●	3 ●	9
P1	Implement residential permit parking in Park Terrace	3 ●	2 ●	3 ●	8
P2	Implement timed parking restrictions on weekdays from 8 am to 5 pm for all internal streets in Gilberton with exceptions for Park Terrace at the Adelaide Clinic	3 ●	1 ●	3 ●	7
P3	Implement yellow line marking at Tyne Street/Gilbert Street to discourage parked cars too close to the corners	3 ●	3 ●	3 ●	9
P4	Implement yellow line marking at intersections along Gilbert Street to discourage parked cars too close to the corners	3 ●	3 ●	3 ●	9
P5	Implement timed parking restrictions in Gilbert Street south of Rose Street on weekdays from 8 am to 5 pm	3 ●	1 ●	3 ●	7
W1	Upgrade footpaths along Stephen Terrace	3 ●	1 ●	1 ●	5
W2	Redesign kerb ramps at Tyne Street/Thames Street to be DDA compliant and correctly aligned	3 ●	1 ●	1 ●	5
W3	Review pedestrian access over and to the Hackney Road Bridge	2 ●	1 ●	1 ●	4

PRIORITISED ACTION PLAN

Label	Initiative Description	Addressing Key Issue	Ease of Implementation	Cost for Implementation	Total Score
W4	Design and implement additional safe crossing points over Walkerville Terrace	2 ●	1 ●	2 ●	5
W5	Council to send notices to residents to trim the high hedges and bushes that have overgrown the footpath along Walkerville Terrace	3 ●	3 ●	3 ●	9
W6	Remove tree roots or redesign footpath to be safer along the east side of Gilbert Street	3 ●	2 ●	3 ●	8
W7	Redesign the pedestrian crossing of Gilbert Street to be aligned and DDA compliant	3 ●	2 ●	3 ●	5
W8	Implement consistent wayfinding signage to inform pedestrians to the Linear Trail	3 ●	3 ●	3 ●	9
W9	Install compliant and connecting kerb ramps on Rose Street at the southern end of the O-Bahn footbridge	3 ●	2 ●	3 ●	8
C1	Implement bike sharrows along the regional bicycle network in Gilberton	3 ●	3 ●	3 ●	9
C2	Install improved wayfinding signage for cyclists to find the entry points to the Linear Trail from Gilbert Street in the south and Tyne Street in the north	3 ●	3 ●	3 ●	9
C3	Install signage between the Linear Trail access for cyclists and Stephen Terrace via Creswell Court	3 ●	3 ●	3 ●	9

5.3. Prioritised Transport and Parking Plan

The ranking of the proposed initiatives with the scoring for the three evaluation criteria is provided in Table 5.2. The highest ranked initiatives are at the top of the list. Initiatives that have a score of 8 or 9 are considered a high priority for further consideration and a score of 6 or 7 are considered as a secondary priority. The remaining initiatives are proposed for further investigations, but not as a high priority.

Table 5.2: Priority Ranking of the Initiatives to Improve the Transport and Parking in Gilberton

Initiative ID	Location	Initiative Description	Total Score
T12	Matilda Street at Gilbert Street	Implement yellow line marking to stop parking vehicles close to the intersection	9
T13	Garnet Street	Implement better signage for "No Through Road" at Gilbert Street entrance to Garnet Street	9
P3	Tyne Street and Gilbert Street intersection	Implement yellow line marking at Tyne Street/Gilbert Street to discourage parked cars too close to the corners	9
P4	Gilbert Street at intersections with other local streets	Implement yellow line marking at intersections along Gilbert Street to discourage parked cars too close to the corners	9
W6	Gilbert Street north of Simpson Street on the east side	Remove tree roots or redesign footpath to be safer along the east side of Gilbert Street	9

PRIORITISED ACTION PLAN

Initiative ID	Location	Initiative Description	Total Score
W9	Rose Street connections to O-Bahn footbridge	Kerb ramps and tactile paving to connect the footbridge to the footpath on the south side of Rose Street	9
C1	Gilbert Street and Simpson Street	Implement bike sharrows along the regional bicycle network in Gilberton	9
C2	Linear Trail between Severn Street and Gilbert Street at Rose Street	Install improved wayfinding signage for cyclists to find the entry points to the Linear Trail from Gilbert Street in the south and Tyne Street in the north	9
C3	Creswell Court between Linear Trail and Stephen Terrace	Install signage between the Linear Trail access for cyclists and Stephen Terrace via Creswell Court	9
T9	Tyne Street between Gilbert Street and Thames Street	Implement Australian Road Rule 208 for narrow streets with signage	8
P1	Selected local streets and in Park Terrace north of the O-Bahn corridor	Implement residential permit parking in Park Terrace	8
W7	Gilbert Street opposite Simpson Street	Redesign the pedestrian crossing of Gilbert Street to be aligned and DDA compliant	8
T11	Matilda Street	Convert traffic movement to one-way eastbound only with Eliza Street as the existing one-way street for westbound movements	7
T2	Stephen Terrace and Tyne Street	Implement a KEEP CLEAR zone at the intersection of Stephen Terrace / Tyne Street according to the DPTI pavement marking operational instruction 2.23 (2018)	7
T4	Bundeys Road, Park Terrace and Hackney Road	Council to advocate to DPTI to change signal sequence and cycle timing to allow for shorter wait times for vehicles exiting from Park Terrace to Hackney Road	7
P2	Selected local streets and in Park Terrace north of the O-Bahn corridor	Implement timed parking restrictions on weekdays from 8 am to 5 pm for all internal streets in Gilberton with exceptions for Park Terrace at the Adelaide Clinic	7
P5	Gilbert Street south of Rose Street	Implement timed parking restrictions in Gilbert Street south of Rose Street on weekdays from 8 am to 5 pm	7
T1	All internal streets and laneways in Gilberton (not Walkerville Terrace and Stephen Terrace)	Implement a 40 km/h wide speed limit throughout Gilberton	6
T10	Gilbert Street between Tyne Street and Rose Street	Design and implement traffic calming measures to slow down traffic	6
T3	Bundeys Road, Park Terrace and Hackney Road	Council to advocate to DPTI to change the ban on AM and PM peak right turning movements	6
T5	Stephen Terrace between Walkerville Terrace and Payneham Road	Council to advocate to DPTI to change the speed limit from 60 km/h to 50 km/h as part of a slower gateway to Walkerville road and for road safety reasons	6

PRIORITISED ACTION PLAN

Initiative ID	Location	Initiative Description	Total Score
T6	Stephen Terrace between Walkerville Terrace and Payneham Road	Council to advocate to DPTI to ban heavy vehicles to encourage them to use either Portrush Road or the Ring Road	6
T7	Park Road at Park Terrace access	Council to advocate to DPTI to redesign the intersection to allow for vehicles to exit onto Park Road to cross over to Melbourne Street	6
T8	Tyne Street between Thames Street and Stephen Terrace	Design and implement traffic calming measures to slow down traffic	6
W1	Stephen Terrace	Upgrade footpaths along Stephen Terrace	5
W2	Tyne Street between Stephen Terrace and Gilbert Street	Redesign footpaths at intersection to be DDA compliant with kerb ramps	5
W3	Hackney Road bridge	Review pedestrian access over and to the Hackney Road Bridge	5
W5	Walkerville Terrace between Park Road and Stephen Terrace	Council to send notices to residents to trim the high hedges and bushes that have overgrown the footpath along Walkerville Terrace	5
W8	Gilbert Street opposite Simpson Street at the entrance to the Linear Trail	Implement consistent wayfinding signage to inform pedestrians to the Linear Trail	5
W4	Walkerville Terrace between Park Road and Stephen Terrace	Design and implement additional safe crossing points over Walkerville Terrace	4

The priority scores from 4 to 9 are explained as follows:

- 9 highest priority and easy to implement
- 8 high priority
- 7 medium priority
- 6 for consideration
- 5 low priority
- 4 lowest priority and high cost

6. CONCLUSIONS AND RECOMMENDATIONS

6.1. Conclusions

A summary of the key findings from the community and stakeholder consultation and from site inspections is provided as follows:

Traffic volume and speed

- “Through traffic” routes along Tyne Street, Gilbert Street, Matilda Street to access Park Road and Rose Street to Park Terrace to access Hackney Road were identified by the residents and key stakeholders as an unwanted through traffic route
- “Through traffic” route along Tyne Street to River Street to access Walkerville Terrace to avoid the Stephen Terrace traffic signals was also identified
- The observed vehicle speeds along Gilbert Street and Tyne Street found 10 per cent of traffic was travelling above the 50 km/h speed limit
- One per cent of traffic on Park Terrace and 2 per cent of traffic on Matilda Street was travelling above the 50 km/h speed limit
- Based on the observed traffic volumes, the traffic volumes are generally considered appropriate for Park Terrace, Tyne Street, Gilbert Street and Matilda Street

Parking

- Non-residential cars parked on streets near The Adelaide Clinic, Council offices and library and other businesses
- Cars parked on both sides of narrow streets in Gilbert Street, Tyne Street and Park Terrace
- Cars parked too close to bends/corners at junctions along Gilbert Street
- Cars parked too close to driveways
- Cars parked on-street on Park Terrace north of the O-Bahn corridor

Other Issues

- Poor footpath condition and pedestrian ramps along Gilbert Street and Tyne Street
- High hedges and bushes that have overgrown the footpath along Walkerville Terrace and Gilbert Street
- The Linear Trail, Walkerville Terrace and Gilbert Street are streets / paths with the highest number of people walking
- Poor wayfinding signage for pedestrians and cyclists to/from the Linear Trail and nearby trails and / main streets
- High safety risk for a cyclist using the local streets through Gilberton to access the Linear Trail

6.2. Recommendations

6.2.1. Key Recommendations

The key recommendations to address the traffic and parking issues from the community and stakeholders are proposed as follows:

- Consider the implementation of a 40 km/h speed limit for all local streets and laneways in Gilberton south of Walkerville Terrace, and west of Stephen Terrace that requires the approval from DPTI
- Council to advocate to DPTI regarding the weekday peak period right turn ban at Bundeys Road, Park Terrace and Hackney Road
- Council to advocate to DPTI regarding a heavy vehicle truck ban along Stephen Terrace between Walkerville Terrace and Payneham Road
- Council to advocate to DPTI to install a “KEEP CLEAR” pavement marking at the intersection of Stephen Terrace and Tyne Street
- Design and implement traffic calming measures to improve road safety and discourage unwanted through traffic on Tyne Street and Gilbert Street
- Upgrade the footpaths along selected local streets and implement safer pedestrian crossings at key locations such as along Stephen Terrace, at the intersections of Tyne Street/Thames Street, Tyne Street/Gilbert Street and along Gilbert Street north of Simpson Street on the east side
- Implement Australian Road Rule 208 for narrow streets with signage in Tyne Street south of Thames Street
- Implement intersection yellow line marking at Matilda Street/Gilbert Street, Tyne Street/Gilbert Street, and Gilbert Street/Simpson Street
- Implement timed parking restrictions on weekdays from 8 am to 5 pm for all internal streets in Gilberton with exceptions for Park Terrace at the Adelaide Clinic to discourage commuter parking
- Implement residential permit parking in Park Terrace and residential time limited parking in Park Terrace to discourage commuter parking
- Design and implement additional safe pedestrian crossing points over Walkerville Terrace
- Council to send notices to residents to trim the high hedges and bushes that have overgrown the footpath along Walkerville Terrace
- Remove tree roots or redesign footpath to be safer along the east side of Gilbert Street
- Redesign the pedestrian crossing of Gilbert Street to be aligned and DDA compliant
- Implement consistent wayfinding signage to inform pedestrians and bicyclists of access locations to the Linear Trail
- Install signage to inform cyclists Creswell Court no through road provides a connection to the Linear Trail from Stephen Terrace

CONCLUSIONS AND RECOMMENDATIONS

From the assessment of the 34 proposed initiatives to address the issues with traffic, transport and parking in the Gilberton study area, the top-ranking initiatives are recommended for consideration for implementation or more concept planning and detailed design and costing as relevant. These high priority initiatives with an assessment score **greater than five** are provided in Table 6.1.

Table 6.1: Priority Initiatives to Address Issues with Traffic and Parking in the Gilberton Study Area

Initiative ID	Location	Initiative Description	Total Score
T12	Matilda Street at Gilbert Street	Implement yellow line marking to stop parking vehicles close to the intersection	9
T13	Garnet Street	Implement better signage for "No Through Road" at Gilbert Street entrance to Garnet Street	9
P3	Tyne Street and Gilbert Street intersection	Implement yellow line marking at Tyne Street/Gilbert Street to discourage parked cars too close to the corners	9
P4	Gilbert Street at intersections with other local streets	Implement yellow line marking at intersections along Gilbert Street to discourage parked cars too close to the corners	9
W6	Gilbert Street north of Simpson Street on the east side	Remove tree roots or redesign footpath to be safer along the east side of Gilbert Street	9
W9	Rose Street connections to O-Bahn footbridge	Kerb ramps and tactile paving to connect the footbridge to the footpath on the south side of Rose Street	9
C1	Gilbert Street and Simpson Street	Implement bike sharrows along the regional bicycle network in Gilberton	9
C2	Linear Trail between Severn Street and Gilbert Street at Rose Street	Install improved wayfinding signage for cyclists to find the entry points to the Linear Trail from Gilbert Street in the south and Tyne Street in the north	9
C3	Creswell Court between Linear Trail and Stephen Terrace	Install signage between the Linear Trail access for cyclists and Stephen Terrace via Creswell Court	9
T9	Tyne Street between Gilbert Street and Thames Street	Implement Australian Road Rule 208 for narrow streets with signage	8
P1	Selected local streets and in Park Terrace north of the O-Bahn corridor	Implement residential permit parking in Park Terrace	8
W7	Gilbert Street opposite Simpson Street	Redesign the pedestrian crossing of Gilbert Street to be aligned and DDA compliant	8
T11	Matilda Street	Convert traffic movement to one-way eastbound only with Eliza Street as the existing one-way street for westbound movements	7
T2	Stephen Terrace and Tyne Street	Implement a KEEP CLEAR zone at the intersection of Stephen Terrace / Tyne Street according to the DPTI pavement marking operational instruction 2.23 (2018)	7
T4	Bundeys Road, Park Terrace and Hackney Road	Council to advocate to DPTI to change signal sequence and cycle timing to allow for shorter wait times for vehicles exiting from Park Terrace to Hackney Road	7
P2	Selected local streets and in Park Terrace north of the O-Bahn corridor	Implement timed parking restrictions on weekdays from 8 am to 5 pm for all internal streets in Gilberton with exceptions for Park Terrace at the Adelaide Clinic	7
P5	Gilbert Street south of Rose Street	Implement timed parking restrictions in Gilbert Street south of Rose Street on weekdays from 8 am to 5 pm	7

CONCLUSIONS AND RECOMMENDATIONS

Initiative ID	Location	Initiative Description	Total Score
T1	All internal streets and laneways in Gilberton (not Walkerville Terrace and Stephen Terrace)	Implement a 40 km/h wide speed limit throughout Gilberton	6
T10	Gilbert Street between Tyne Street and Rose Street	Design and implement traffic calming measures to slow down traffic	6
T3	Bundeys Road, Park Terrace and Hackney Road	Council to advocate to DPTI to change the ban on AM and PM peak right turning movements	6
T5	Stephen Terrace between Walkerville Terrace and Payneham Road	Council to advocate to DPTI to change the speed limit from 60 km/h to 50 km/h as part of a slower gateway to Walkerville Terrace and for road safety reasons	6
T6	Stephen Terrace between Walkerville Terrace and Payneham Road	Council to advocate to DPTI to ban heavy vehicles to encourage them to use either Portrush Road or the Ring Road	6
T7	Park Road at Park Terrace access	Council to advocate to DPTI to redesign the intersection to allow for vehicles to exit onto Park Road to cross over to Melbourne Street	6
T8	Tyne Street between Thames Street and Stephen Terrace	Design and implement traffic calming measures to slow down traffic	6

6.2.2. Proposed Projects for Implementation

Several of the initiatives in the recommendations could be combined into packages for future progress and implementation. Such combinations are considered below as part of the proposed projects for implementation.

- The initiatives that require DPTI involvement and approvals could be “bundled” into a group of projects to be discussed with Council and DPTI representatives at the same time for efficiency. This applies to the following initiatives:
 - T1 Implement a 40 km/h wide speed limit throughout Gilberton that requires DPTI approval
 - T2 Implement a KEEP CLEAR zone at the intersection of Stephen Terrace / Tyne Street according to the DPTI pavement marking operational instruction 2.23 (2018)
 - T3 Council to advocate to DPTI to change the ban on AM and PM peak right turning movements
 - T5 Council to advocate to DPTI to change the speed limit on Stephen Terrace from 60 km/h to 50 km/h as part of a slower gateway to Walkerville Terrace and for road safety reasons
 - T6 Council to advocate to DPTI to ban heavy vehicles on Stephen Terrace to encourage them to use either Portrush Road or the Ring Road
 - T7 Council to advocate to DPTI to redesign the Park Road intersection to allow for vehicles to exit onto Park Road to cross over to Melbourne Street
- The 40 km/h speed zone for the local streets within Gilberton that was widely supported by the community could be integrated with the traffic calming initiatives, such as:
 - T1 Implement a 40 km/h wide speed limit throughout Gilberton

CONCLUSIONS AND RECOMMENDATIONS

- T8 Design and implement traffic calming measures to slow down traffic along Tyne Street between Thames Street and Stephen Terrace
- T10 Design and implement traffic calming measures to slow down traffic along Gilbert Street between Tyne Street and Rose Street
- The Council-wide on-street parking plan that was mostly supported by the community could be implemented with the yellow line marking initiatives that include:
 - T9 Implement Australian Road Rule 208 for narrow streets with signage along Tyne Street between Gilbert Street and Thames Street
 - T12 Implement yellow line marking to stop parking vehicles close to the intersection
 - P1 Implement residential permit parking in Park Terrace
 - P2 Implement timed parking restrictions on weekdays from 8 am to 5 pm for all internal streets in Gilberton with exceptions for Park Terrace at the Adelaide Clinic
 - P3 Implement yellow line marking at Tyne Street/Gilbert Street to discourage parked cars too close to the corners
 - P4 Implement yellow line marking at intersections along Gilbert Street to discourage parked cars too close to the corners
 - P5 Implement timed parking restrictions in Gilbert Street south of Rose Street on weekdays from 8 am to 5 pm
- The initiatives to improve pedestrian safety and amenity could be planned and designed with an integrated delivery approach. The walking initiatives that are for Council to undertake include:
 - W1 Upgrade footpaths along Stephen Terrace
 - W2 Redesign footpaths at intersection to be DDA compliant with kerb ramps along Tyne Street between Stephen Terrace and Gilbert Street
 - W3 Review pedestrian access over and to the Hackney Road Bridge
 - W4 Design and implement additional safe crossing points over Walkerville Terrace between Park Road and Stephen Terrace
 - W6 Remove tree roots or redesign footpath to be safer along the east side of Gilbert Street north of Simpson Street
 - W7 Redesign the pedestrian crossing of Gilbert Street to be aligned and DDA compliant along Gilbert Street opposite Simpson Street
 - W9 Install kerb ramps and tactile paving to connect the O-Bahn footbridge to the footpath on the south side of Rose Street
- Upgrade the signage at selected locations, such as:
 - T13 Implement better signage for "No Through Road" at Gilbert Street entrance to Garnet Street
 - C3 Install signage between the Linear Trail access for cyclists and Stephen Terrace via Creswell Court

6.3. Township Wide On-street Parking Policy

In addition to the Gilberton study area, a high-level review of the existing Council-wide parking policies from a holistic traffic management perspective was conducted based on local knowledge, discussions with Council staff and previous parking studies. Subsequently, an on-street parking policy was developed with a mechanism to address parking concerns raised by residents in relation to all day parking within the township and around locations of significance, such as schools, retail shopping precincts (Walkerville Terrace) and close proximity to bus routes through the Town of Walkerville.

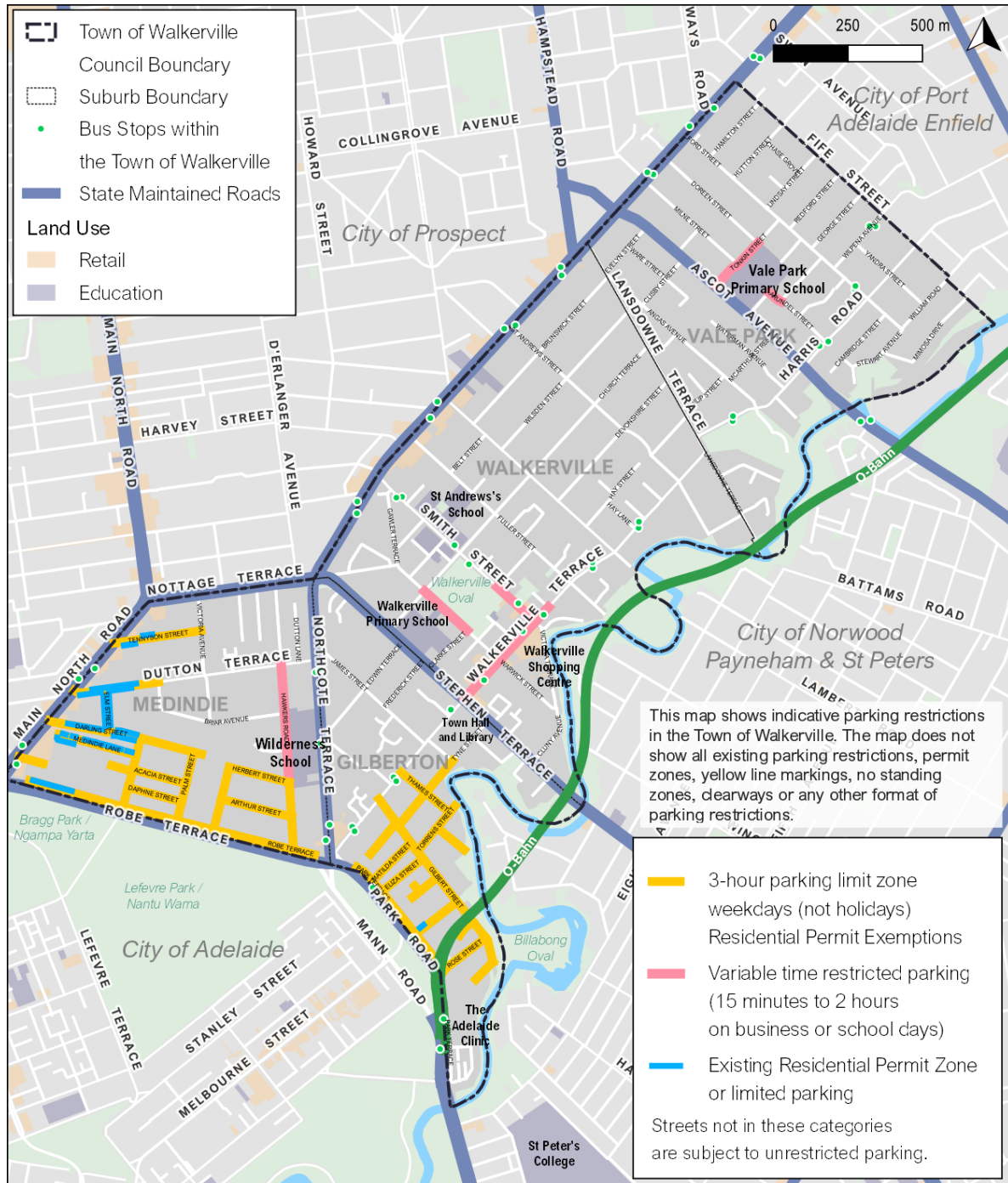
A township-wide on-street parking policy was developed with the following types of parking controls:

- Unrestricted parking with no signage for controlling on-street parking
- Streets with special resident permit zones and restrictions, including disabled parking spaces
- Short-term time restricted parking of less than one hour or shorter in high activity zone, such as in the Walkerville shopping precinct, in the school pick-up and drop-off zones and selected local streets for the following streets:
 - Walkerville Terrace between Stephen Terrace and Smith Street
 - Smith Street between Walkerville Terrace and Church Terrace adjacent to the Walkerville Oval
 - Warwick Street between Church Terrace and Clarke Street adjacent to Walkerville Primary School
 - Hawkers Road between Dutton Terrace and Herbert Street adjacent to the Wilderness School
 - Tonkin Street between Ascot Avenue and Doreen Street adjacent to Vale Park Primary School
- Designated streets with a high likelihood of commuter parking in front of residential premises on Monday to Friday with a time limit of three hours between 9 am and 5 pm for the following streets:
 - Tennyson Street, Medindie
 - Dutton Terrace west of Rasp Avenue, Medindie
 - Hawkers Road south of Herbert Street, Medindie
 - Medindie Lane, Eclipse Lane, Darling Street, Elm Street, Avenel Gardens Road, Palm Street, Acacia Street, Daphne Street, The Avenue, Arthur Street, Herbert Street and Robe Terrace service road in Medindie
 - Tyne Street south of River Street, Thames Street south of Tyne Street, Garnet Street, Gilbert Street, Matilda Street, Eliza Street, Stour Street, Severn Street, Simpson Street, Park Terrace north of the O-Bahn, Rose Street and Torrens Street in Gilberton
 - Milne Street and Doreen Street, Vale Park

CONCLUSIONS AND RECOMMENDATIONS

A draft policy proposal for the township-wide on-street parking restrictions is shown in **Error! Reference source not found.** This proposed on-street parking plan is complementary to the “General On-street Parking Policy” that was adopted by Council on 17th February 2020 and provides more details for the locations of the on-street timed parking restrictions.

Figure 6.1: Draft Proposal for the Walkerville Township On-street Parking Policy



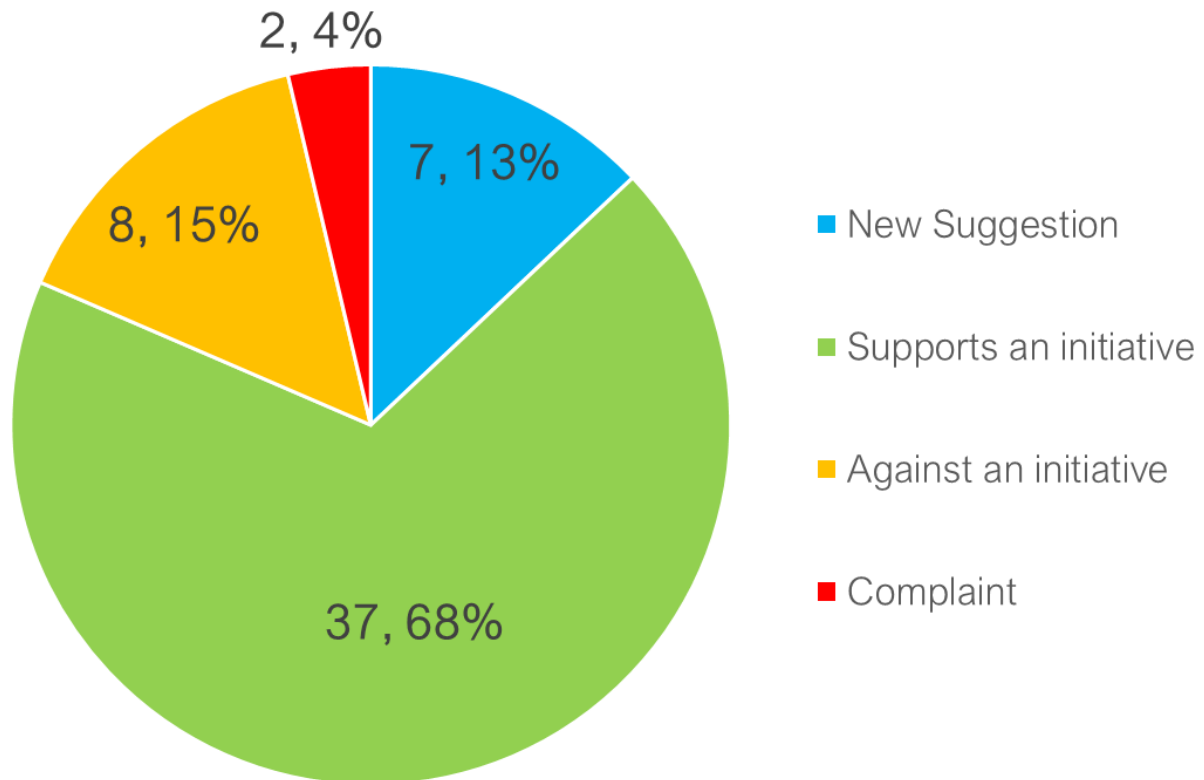
6.4. Community Consultation on the Draft Report

6.4.1. Summary of the Email Submissions

The draft report with the action plan from the study was available for download and viewing on the Council website for public comment from Friday 8 May until Friday 22 May 2020. This second round of consultation was advertised in the Weekly Roundup during May 2020 and on the Council website. A total number of 18 email submissions were received with 54 detailed comments about the support for or against the initiatives in the action plan of this report or new suggestions and other comments about the study.

A breakdown of the 54 comments with percentages is shown in Figure 6.2. With 68 per cent of the comments favourable of initiatives in the action plan, the transport and parking plan was generally well received by the community. Many of the submissions provided positive comments about the study and the consultation with the initial online survey and the community drop-in session, and the follow-up draft transport and parking plan for the residents to review and provide comments in May 2020.

Figure 6.2: Summary of the Types of Comments Received from the Consultation for the Draft Report



CONCLUSIONS AND RECOMMENDATIONS

The key issues and the overall commentary from the email submissions are summarised under the headings for support, against, other new suggestions and complaints about the study as follows.

6.4.2. Initiatives that are supported

A total of 37 comments or 67 per cent were supportive of the initiatives in the draft Transport Plan. These initiatives that were supported by the community consultation responses are provided in Table 6.2.

Table 6.2: Initiatives Supported from the Consultation Submissions

Initiative ID	Initiative Description	Number of Comments
T1	Implement a 40 km/h wide speed limit throughout Gilberton	3
T2	Implement a KEEP CLEAR zone at the intersection of Stephen Terrace / Tyne Street according to the DPTI pavement marking operational instruction 2.23 (2018)	4
T3	Council to advocate to DPTI to change the ban on AM and PM peak right turning movements	5
T4	Council to advocate to DPTI to change signal sequence and cycle timing to allow for shorter wait times for vehicles exiting from Park Terrace to Hackney Road	4
T5	Council to advocate to DPTI to change the Stephen Terrace speed limit from 60 km/h to 50 km/h as part of a slower gateway to Walkerville Terrace and for road safety reasons	1
T6	Council to advocate to DPTI to ban heavy vehicles on Stephen Terrace to encourage them to use either Portrush Road or the Ring Road	1
T8	Design and implement traffic calming measures to slow down traffic	1
T9	Implement Australian Road Rule 208 for narrow streets with signage in Tyne Street and Gilbert Street	2
T10	Design and implement traffic calming measures to slow down traffic	3
T11	Convert traffic movement to one-way eastbound only with Eliza Street as the existing one-way street for westbound movements	1
P1	Implement timed parking restrictions in Gilbert Street south of Rose Street on weekdays from 8 am to 5 pm	1
P2	Implement timed parking restrictions on weekdays from 8 am to 5 pm for all internal streets in Gilberton with exceptions for Park Terrace at the Adelaide Clinic	4
P3	Implement yellow line marking at Tyne Street/Gilbert Street to discourage parked cars too close to the corners	2
P4	Implement yellow line marking at intersections along Gilbert Street to discourage parked cars too close to the corners	2
P5	Implement timed parking restrictions in Gilbert Street south of Rose Street on weekdays from 8 am to 5 pm	1
W1	Upgrade footpaths along Stephen Terrace	1
C2	Install improved wayfinding signage for cyclists to find the entry points to the Linear Trail from Gilbert Street in the south and Tyne Street in the north	1
Total Comments supporting the initiatives		37

6.4.3. Initiatives that are not supported

Eight comments or 15 per cent from the in the community consultation submissions did not support some of the initiatives in the draft Transport Plan. These initiatives are provided in Table 6.3.

Table 6.3: Initiatives Not Supported from the Consultation Submissions

Initiative ID	Initiative Description	Number of Comments
T1	Implement a 40 km/h wide speed limit throughout Gilberton	1
T5	Council to advocate to DPTI to change the speed limit from 60 km/h to 50 km/h as part of a slower gateway to Walkerville road and for road safety reasons	1
T7	Council to advocate to DPTI to redesign the intersection to allow for vehicles to exit onto Park Road to cross over to Melbourne Street	1
T8	Design and implement traffic calming measures to slow down traffic	1
T11	Convert traffic movement to one-way eastbound only with Eliza Street as the existing one-way street for westbound movements	2
P2	Implement timed parking restrictions on weekdays from 8 am to 5 pm for all internal streets in Gilberton with exceptions for Park Terrace at the Adelaide Clinic	2

6.4.4. Other Suggestions

The following traffic calming suggestions were provided:

- Design the end of Matilda Street to block access from Gilbert Street for cars to reduce speed and noise of traffic on Matilda Street
- Install a roundabout at Gilbert Street and Simpson Street to slow drivers
- Install traffic calming measures on Torrens Street

Other suggestions that were provided are:

- Ban left turn from Stephen Terrace into Tyne Street to discourage unwanted through traffic in the local streets of Gilberton. However, the practical implementation of this left turn ban with signage may be difficult to enforce without a regular police presence.
- Vehicles parking on Tyne Street too close to Stephen Terrace is very hazardous. A parking ban in Tyne Street was proposed.
- Parking opposite a private driveway in Torrens Street is blocking access for a resident; the resident is requesting Council to implement yellow line marking and/or to apply the narrow street road rule 208 in order to discourage double parking in Torrens Street.
- A new path along linear trail between Torrens Street to Creswell Court via Bardini Street is proposed.

The suggestion for additional parking restrictions beyond the 10 m road rule in Tyne Street at the Stephen Terrace end would be beneficial and is proposed to be included in the action plan. The other suggestions are adequately addressed through other measures in the plan.

6.4.5. Complaints

The following complaints were lodged during the consultation that are relevant to traffic and parking issues:

- A resident does not want parking restrictions on Walkerville Terrace; No changes to the parking controls along Walkerville Terrace were proposed.
- One resident was disappointed that the most beneficial measures are the most difficult to implement and show considerably less importance for action or implementation.

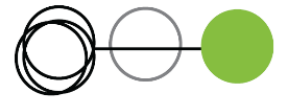
A. TRAFFIC SURVEY RESULTS



B.COMMUNITY CONSULTATION ONLINE SURVEY

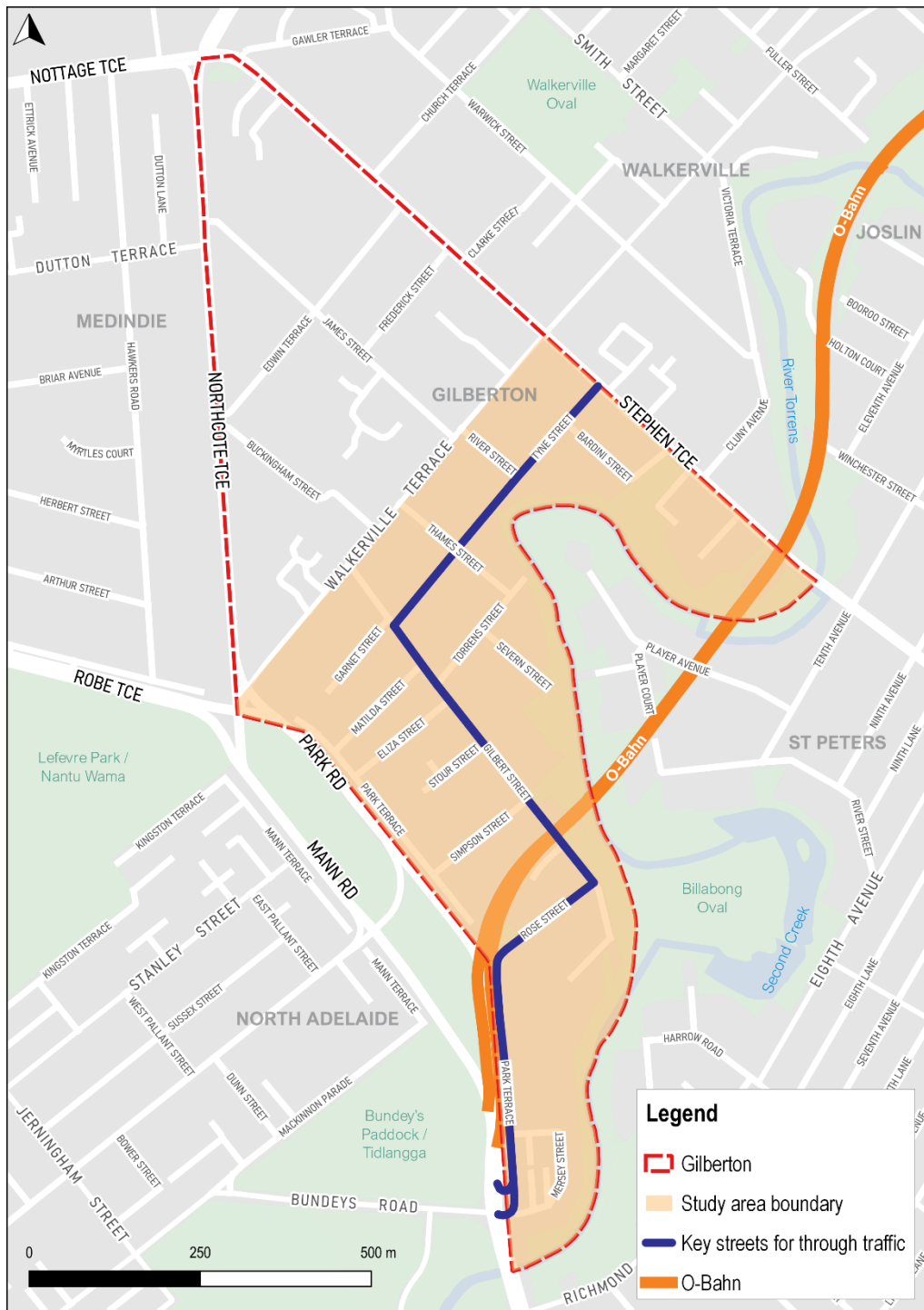


HAVE YOUR SAY



Gilberton Transport and Parking Study

The Town of Walkerville has appointed GTA Consultants to conduct a transport and parking study for the **southern section** of the suburb of Gilberton to address issues for transport safety, mobility and access and parking in the local streets bounded by Stephen Terrace, Walkerville Terrace, Park Road and the River Torrens. The orange-shaded area shows the study area.



In order to properly identify and address issues with traffic, transport and parking, the study has various community consultation and stakeholder engagement activities that will start in February 2020. Council, with the assistance of GTA Consultants, aims to engage thoroughly with the residents, stakeholders, business owners and visitors to the area to develop a holistic picture of where the issues are and where appropriate and practical improvements can be made. The data collection and other technical tasks start in early February 2020. The study is scheduled to conclude by the end of May 2020.

Your feedback is welcome via a short five-minute online survey, which will be available on Council's website from **Monday 3rd February to Friday 28^h February 2020**. It is accessed from this weblink:

<https://www.surveymonkey.com/r/FHBS693>

Feedback received during this period will be used to prepare an issues paper identifying the key areas of concern for traffic and parking within the southern part of Gilberton (south of Walkerville Terrace).

More detailed written submissions can also be sent directly to the study team at this email address: gilberton@gta.com.au

As a valued member of this community, you are also invited to a drop-in session at Town of Walkerville Town Hall at 66 Walkerville Terrace, Gilberton. The session will be held on **Tuesday 25 February 2020 from 5.30 pm until 7 pm**. It will be attended by GTA Consultants with the Council planning and engineering staff. At this community drop-in session, you will have an opportunity to identify and discuss the issues that matter to you.

You are encouraged to get involved by visiting the following link on Council's website www.walkerville.sa.gov.au/openforconsultation and register your contact details so that you can be kept informed of further engagement and consultation opportunities. You will also be able to track where the project is at and to review discussion papers and draft documents as they are made available.



Community Survey for the Gilberton Transport and Parking Study

1. Gilberton Transport and Parking Plan 2020

GTA Consultants, on behalf of the Town of Walkerville, has been engaged to prepare a Transport and Parking Plan for the southern section of Gilberton as shown on the map on the Council webpage. We value your contribution to plan for safer and more convenient movement and parking in these local streets. The findings from this survey will guide improvements to manage issues, such as for local and through traffic, on-street parking and access to public transport. Please let us know how you travel to and around Gilberton and your thoughts on all types of transport and car parking. The findings will inform the discussions at the community drop-in session be held in February 2020 and the action plan to improve transport and parking in this part of Gilberton.

This **5-minute survey** is strictly confidential and the results will only be used for this study. If you provide your contact details, it will not to be used for any other marketing and promotional purposes. The survey will close at the end of **Friday 28 February 2020**.

* 1. What is your relationship to Gilberton?

- Local resident
- Visitor to a residential property
- Worker or conduct business
- Park in the local streets to commute elsewhere

* 2. Please enter the street name or business name where you live, work or park.



Community Survey for the Gilberton Transport and Parking Study

2. Transport Movement in Gilberton

* 3. Is the speed or volume of traffic an issue in Gilberton?

- Yes, speed and volume of traffic
- Yes, speed of traffic
- Yes, volume of traffic
- No

If yes, please specify the streets where the traffic speed or volume is an issue in Gilberton.

4. If you or people in your household use the bus, which bus stops do you use?

- along Walkerville Terrace
- along Park Terrace
- Please provide any comments on the access route or safety to walk to the stops.

5. If you walk or cycle beyond Gilberton, where do you typically go (multiple selections are allowed)?

- Walkerville shopping precinct
- Melbourne Street, North Adelaide
- Adelaide city centre
- Other parts of North Adelaide
- Other adjacent local suburbs such Medindie, St Peters, Hackney or College Park
- Other locations in Adelaide

6. Please specify your typical walking or cycling route. (street names and crossing points)

* 7. How do you typically travel to or from Gilberton on a weekday (select one)?

- Drive a car alone
- Drive a car with passengers
- As a car passenger
- Motorcycle
- Other (please specify)
- Bus
- Bicycle only
- Walk only



Community Survey for the Gilberton Transport and Parking Study

3. Parking in Gilberton

8. If you travel by car or motorcycle, where do you park in Gilberton?

- In a private driveway at a residence
- Off-street car park at a business or other property
- If on street parking, please specify which street:

* 9. Is on-street parking an issue in your street?

- Yes
- No

If yes, please specify the location and nature of the problem.



Community Survey for the Gilberton Transport and Parking Study

4. Suggestions to Improve Transport and Parking in Gilberton

10. Please describe any other issues or problems for transport, traffic and parking in Gilberton.

11. Do you have any ideas or suggestions to improve transport to, from and within Gilberton?

12. Thank you for completing the survey. If you want to stay informed about the study, please provide your contact details so you can be included about other activities for the study and the study outcomes. If you want to provide a more detailed written response, please send your submission via email to gilberton@gta.com.au.

Name

Address

Email Address

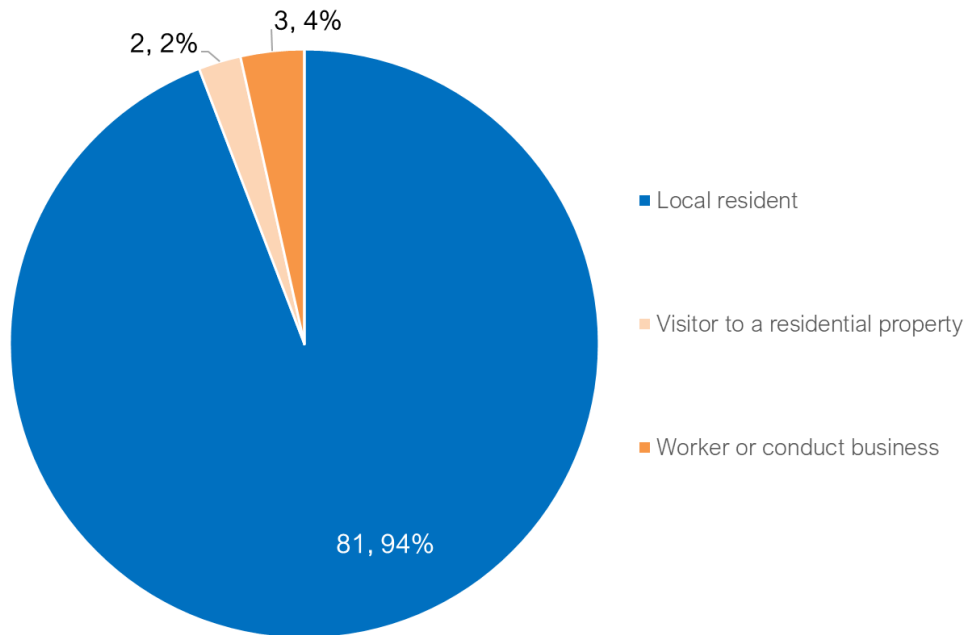
Phone Number

C. CONSULTATION SURVEY SUMMARIES

Consultation Survey Summaries from the Questions

A total of 86 online surveys were completed by the public. From the survey results presented in Figure C.1, 94 per cent of respondents were local residents, two per cent were visitors and four per cent worked within the study area. None of the respondents were commuters parking in the local streets.

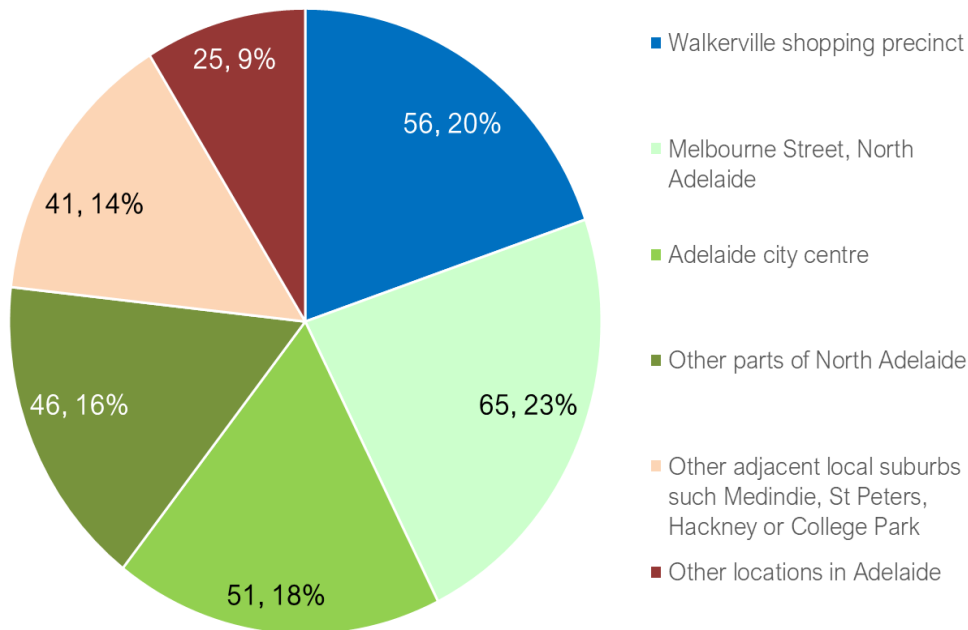
Figure C.1: Respondents relationship to Gilberton



The survey results with the highest percentage of where people walk / cycle to was Melbourne Street in North Adelaide with 23 per of respondents. Walkerville Shopping precinct was the second highest with 20 percent of respondents. Adelaide was the third highest with 18 per cent of respondents. When combining the number of respondents walking / cycling to the City of Adelaide Council wide area, this equalled 57 per cent of respondents as shown in Figure C.2.

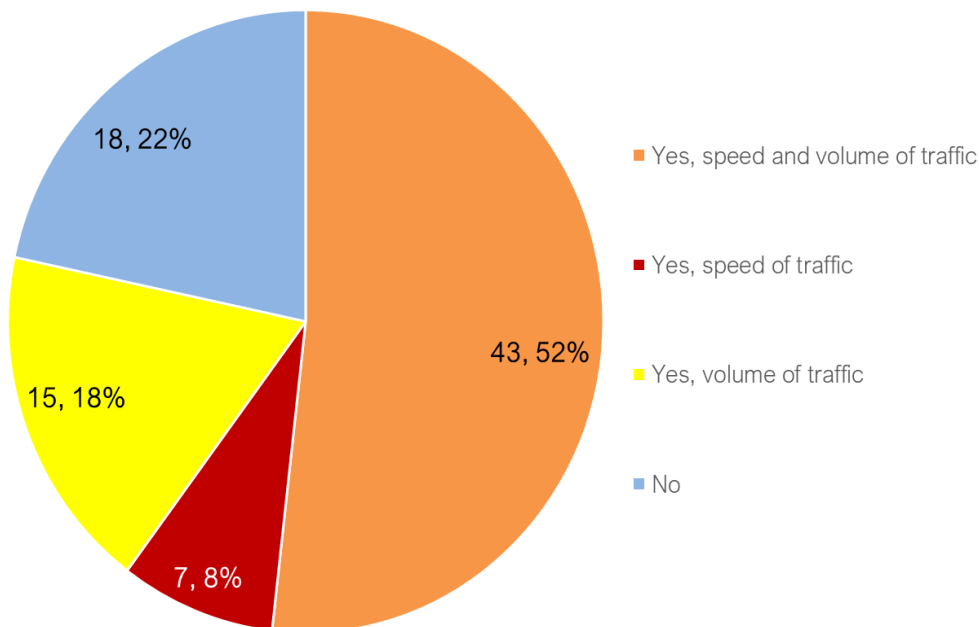
APPENDIX C: CONSULTATION SURVEY SUMMARIES

Figure C.2: If you walk or cycle beyond Gilberton, where do you typically go?



The results asking if speed or volume of traffic was an issue as shown in Figure C.3 show 52 per cent of respondents stating yes for both speed and traffic. 18 per cent stated yes for only traffic volumes and 8 per cent stated yes of only speeding. 22 per cent of respondents stated that traffic and vehicle speeds were not an issue.

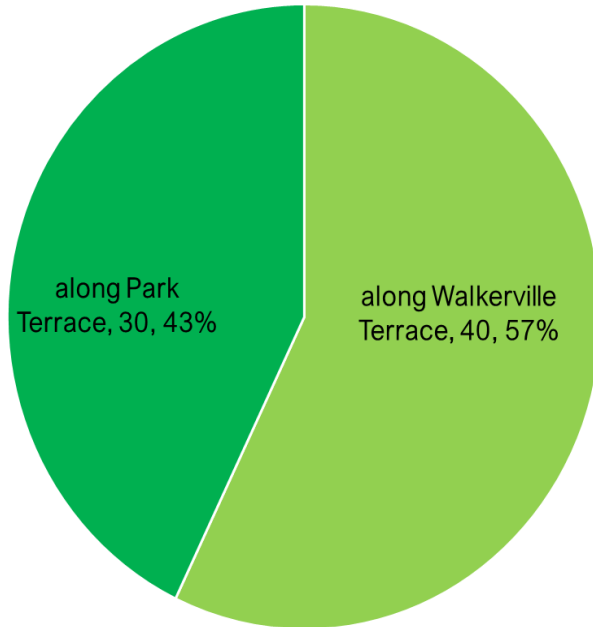
Figure C.3: Is speed or volume of traffic an issue in Gilberton?



APPENDIX C: CONSULTATION SURVEY SUMMARIES

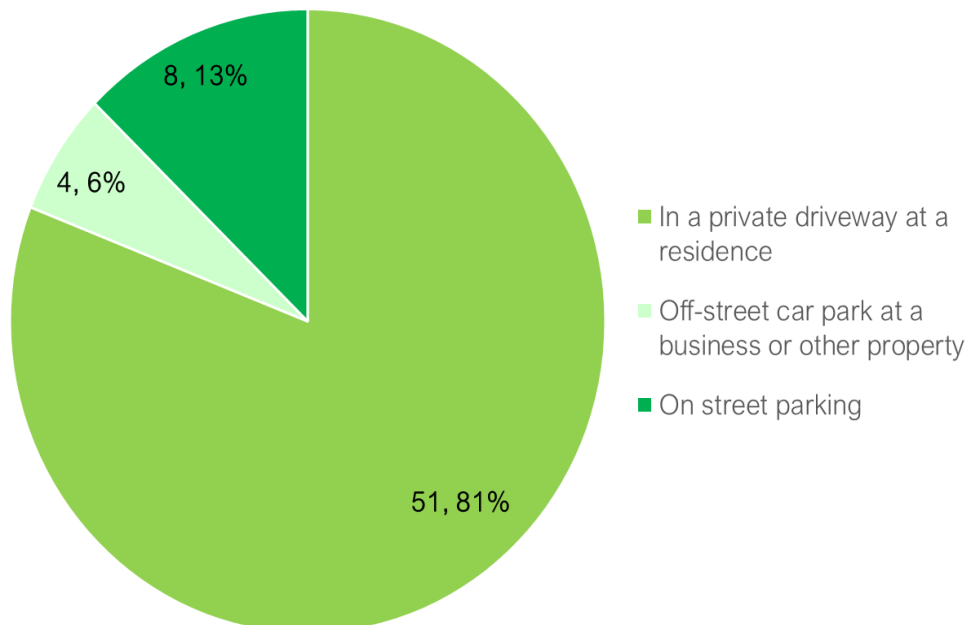
The results from respondents that use public transport 57 per cent use the bus stops along Walkerville Terrace and 43 per cent use the bus stops along Park Terrace as shown in Figure C.4.

Figure C.4: Which bus stops do you use?



As shown in Figure C.5, 81 per cent of respondents park a private vehicle in their own driveway and 13 per cent on the street.

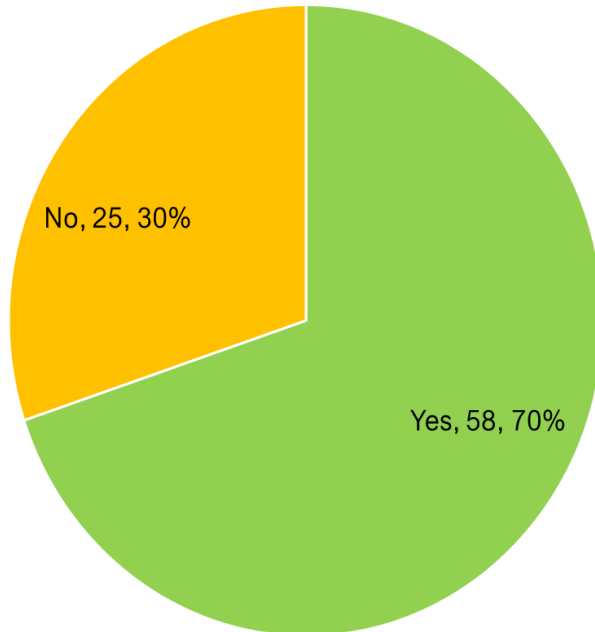
Figure C.5: If you travel by car or motorcycle where do you park in Gilberton?



APPENDIX C: CONSULTATION SURVEY SUMMARIES

Respondents were asked is parking is an issue in their street and 70 per cent stated “yes” and 30 per cent stated “no” as shown in Figure C.6.

Figure C.6: Is parking an issue in your street?



55 per cent of respondents typically travel on a weekday in a private vehicle alone, 20 per cent drive with a passenger and two per cent drive as a passenger in a car. This gives a combined private vehicle mode share of 77 per cent. The remaining respondents typically commute using public transport at 6 per cent, by bicycle at 6 per cent and walking only at 11 per cent as shown in Figure C.7.

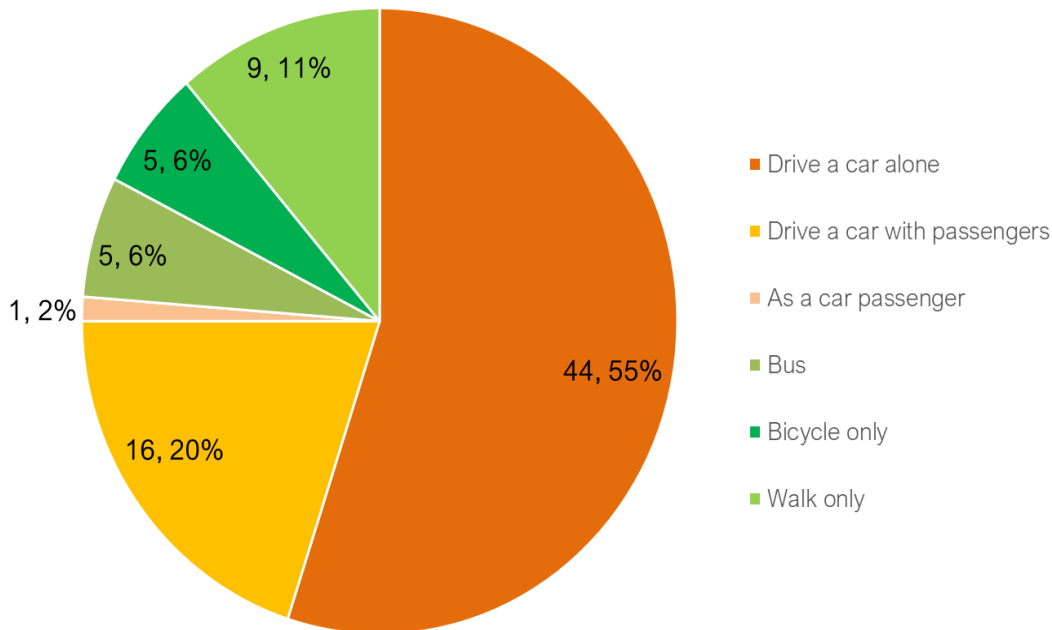
From the 2016 ABS Census, the mode share for Gilberton residents for their Travel to Work is:

- 72 per cent by car
- 8 per cent by bus
- 6 per cent by walking only
- 5 per cent by bicycle

These census statistics are slightly different to the sample of 86 survey respondents with a total of 77 per cent travelling by car, six per cent by bus, six per cent by bicycle and 11 per cent walking. This respondents to the survey had a higher walk mode percentage than the 2016, possibly because the census included the entire Gilberton suburb to Nottage Terrace and Stephen Terrace.

APPENDIX C: CONSULTATION SURVEY SUMMARIES

Figure C.7: How do you typically travel to or from Gilberton on a weekday?



Summary of the Comments from the Online Community Surveys

Please describe any other issues or problems for transport, traffic and parking in Gilberton.	Do you have any ideas or suggestions to improve transport to, from and within Gilberton?
Bardini Street	
Bardini Street has 'No Entry' from Stephen Terrace, but frequently cars disobey and enter causing accident risks to cars exiting on to Stephen Terrace legally.	No.
Travelling along Tyne St, away from Stephen Terrace, people who turn right into River St regularly cut this corner, resulting in many near misses for me, as I approach Tyne St from River St.	I'd like to see something put in to stop people from cutting this corner (as answered in question 10).
Creswell Court	
If two cars park opposite each other on Tyne Street the remaining of carriage way is very narrow. Only on major tennis days	Limit parking on Tyne to one side or have a lower speed limit sign posted.
Side streets are being used by through traffic	Encourage use of recently constructed junction at Mann/Robe/Northcote/Park Terraces.
Dodd Lane	
I am very pleased that the neuron scooters are now in Adelaide and go to the edge of Bundeys Road. This means I can scoot from the city to my home.	Would be even better if the neuron scooters were part of Gilberton and Walkerville too.
There is a limited number of parks on Park Terrace out the front of a large group of apartments.	
Mersey Road has limited parking	
Insufficient on-street parking for the number of residents in apartments along the river end of Park Terrace	

APPENDIX C: CONSULTATION SURVEY SUMMARIES

Please describe any other issues or problems for transport, traffic and parking in Gilberton.	Do you have any ideas or suggestions to improve transport to, from and within Gilberton?
Eliza Street	
On street parking is essential for visitors and workers. Discouraging non-local through traffic needs be considered.	Perhaps timed parking along the Park Terrace service road to discourage all day parking, although, parking for Melbourne St workers, the clinic and the hospital is a real need.
Occasionally, the lack of shade is a problem in the summer. As it's a narrow one-way street, cars parked can make reversing out very difficult.	
Garnet Street	
Machinery and equipment often left in street by private works contractors and/or such contractors using street as a worksite in respect of works on private premises.	- Improved enforcement of existing laws. - Re-marking of line marking to delineate/clarify existing restrictions.
Large commercial vehicle (garbage truck) repeatedly parked in narrow street for long periods of time; cars parked across driveway making property access difficult; cars parked over fire hydrant in road	
Speed changes at various places along Walkerville Terrace; cars parked on both sides of the street on Tyne Street makes the road very narrow at the Gilbert Street end.	Don't have too many problems with the traffic or parking.
Garnet Street is a one-way street and despite the sign one-way street, we are constantly having cars turn around and zoom down the street thinking it's a cut through.	More parking around School zones and safer parking zones - more crossings on Walkerville terrace would deter speeding traffic.
Garnet Street - Generally full of cars especially trucks!	
still plenty of street parking available.	
One neighbour park's a garbage truck on the street, which is quite large for residential parking.	
Gilbert Street	
A lot of traffic use Tyne Street, Gilbert Street, Matilda Street & Rose Street as a cut through from Stephens Terrace to Melbourne Street and Hackney Road often are speeding. Drainage outside our home at number 2 Gilbert Street is non-existent in winter, the street is constantly flooded making parking difficult.	More traffic controls around speed along Gilbert Street may reduce parking by city workers & reduce speed along Gilbert St.
City workers park on Gilbert Street and ride their bike to work.	
The traffic that enters Gilbert Street from Walkerville Terrace often speeds along Gilbert Street. There is a lot of traffic that takes a short cut from Stephens Terrace along Tyne Street and turns south on Gilbert Street to avoid lights at both Walkerville Terrace / Stephens Terrace intersection and at Walkerville Terrace / Robe Terrace intersection. This traffic often goes down Matilda Street if wanting to get to Melbourne Street or Hackney Road - Rare to see traffic going down Rose Street as it has speed humps. At times there have been people who park in Garnet Street and catch bus on Walkerville	Directing traffic to the main roads is best. Need to discourage traffic on side roads by using speed humps E.g. on Gilbert Street and Tyne Street. There is a lot of bicycle traffic along Gilbert Street which still needs to be encouraged. Would welcome parking bays that are in-set and / or offset parking so that parking is not on both sides of the roads. Suggest resident permit parking be considered for Garnet Street.

APPENDIX C: CONSULTATION SURVEY SUMMARIES

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Terrace. Suggest resident permit parking be considered for Garnet Street.	
Gilbert Street - on street parking along Gilbert Street restricts view of oncoming traffic from vehicles exiting Garnet Street. Garnet Street - often have multiple people from Gilbert Street parking in Garnet Street. Often have a large waste compactor type truck that parks in Garnet Street for extended periods and often opposite our garage entrance (Owned by a resident of Garnet Street)	
A few drivers speed which is especially dangerous when we are trying to get out of the driveway with poor or no visibility.	Limit parking either by area or time limit. Paint yellow lines to define no parking areas and driveways.
Gilbert Street. Is frequently so congested with parked cars. This blocks visibility pulling out into the street. It makes it difficult to drive along the street as cars have to pull over to allow passing. Congestion has also meant cars have parked over our driveway, on one occasion causing us to miss an appointment	
Yellow lines limit visitors. Parking restrictions need only apply on rubbish removal days and only at the very end of Gilbert Street.	
Residents using orange cones to define own parking areas!	Do not implement permit parking. Remove yellow lines from Gilbert Street. Thank you.
Gilbert Street, Tyne Street and other streets are too narrow for the volume of traffic and long-term parking they now carry. Oncoming cars cannot pass in the street without pulling over frequently. Cars frequently turn the bend at the dead end in Gilbert Street far too fast before they realise it is a dead end then they reverse and speed out the other way.	Residents and / or Visitors permits or stickers. Exit from Tyne Street onto Stephen Terrace needs a keep clear sign or some improvement to aid exit.
Gilbert Street, due to city commuters leaving cars there all day.	
My main concern is the speed that some people drive down Gilbert Street, especially at night. Some traffic calming mounds like Rose Street would be good (they are very effective) but the placement would need thought.	Maybe some restriction at the Walkerville Terrace, Gilbert Street intersection might be worth considering. It still needs to be a two-way intersection and people need to be able to get off Walkerville Terrace but I think that the current fast entry to Gilbert Street tends to be a launching spot for speeding down Gilbert Street.
I think a fair answer is 'sometimes' but 90% of the time I can park in front of my house. I don't believe a permit system is anywhere near required.	
Gilbert Street has high volume peak hour traffic taking short cuts. In morning peak hour, the right turn from Gilbert Street into Rose Street is of real concern because of the unacceptably high speed with which many vehicles negotiate this turn (including large Ute's and small to midsized trucks). Any traffic calming measures should be of a horizontal nature and not vertical (NO speed humps)	Late at night, early morning, the traffic lights at the intersection of Walkerville Terrace and Stephen Terrace should be sensor based and not time based e.g. there is low priority given to Walkerville Terrace late at night...Shouldn't have to wait 2 minutes for green light on Walkerville Terrace at 11.50pm on a Sunday night with zero vehicles on Stephens Terrace.

APPENDIX C: CONSULTATION SURVEY SUMMARIES

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Gilbert Street. Cars parked both sides combined with high peak hour traffic (cars taking shortcuts during morning / evening peak hour).	
Tyne Street and Gilbert Street appear to be used as a short cut for motorists between Stephen Terrace and/or Park Terrace and/or Walkerville Terrace. Traffic volume is noticeably heavier during peak periods.	
There are road humps in Rose Terrace and would rather not have them in Gilbert Street.	No.
Random people parking in front of our house for extended periods and at parking properly.	Parking permits.
Random people parking in front of my house, so there's no parks for me or my wife	
People speed down Gilbert Street. It's a long road and there are many people parked on the road which means people are weaving in and out around cars. There are a number of families with young children on the street and I'm concerned for their safety. I believe that traffic has increased with changed traffic conditions on Park Terrace.	
Torrens Street - very narrow, and also risk of break in is high (I had my car window broken in whilst parking on Torrens St)	Speed bumps to slow traffic down is all I can expect. I imagine it'd be difficult to discourage the people cutting through these back streets, so all I can hope for is they do it at a more appropriate speed.
There are increased traffic volumes using Tyne Street and Matilda Street as a way of cutting out Buckingham Arms corner. Also, more traffic on Gilbert Street due to the increased density of housing generally in area but specifically from the new housing development on old Channel 7 site near Hackney Bridge.	The speed bumps on Park Terrace service road and Rose Street (6 in all installed about 20 years ago) were very useful in cutting out rat-runners; I wonder if a similar strategy could be used to deter through traffic and cars which travel too fast on suburban streets on Gilbert Street, Tyne Street and Matilda Street? I think these are better than the narrow points which are so common in Prospect where you have to give way to oncoming traffic.
Only in so far as if two cars are parked on both sides of road opposite each other then it is difficult for 2 cars to pass safely without one giving way - most people are pretty good about giving way.	
Same comments apply to Rose Terrace.	Restrict Rose Street and Gilbert Street to local traffic only.
Gilbert Street - Too many vehicles; size of vehicles e.g. SUVs, lorries, trucks; narrow street not built for 4 vehicle width.	
We have noticed a steady increase in the number of commuters parking in the area then using other transport to get to the city. (Some walk, some cycle, some presumably take a bus from Melbourne St or Park Terrace).	If commuter parking increases the Council will need to manage it.
Gilbert Street near Rose Terrace; Simpson Street near Gilbert Street and near Park Terrace.	
I believe that Tyne Street is far too narrow for the amount of traffic that uses it as a way of avoiding the major	A method to slow down traffic on Gilbert Street would be worthwhile.

APPENDIX C: CONSULTATION SURVEY SUMMARIES

Please describe any other issues or problems for transport, traffic and parking in Gilberton.	Do you have any ideas or suggestions to improve transport to, from and within Gilberton?
intersection at the Buckingham Arms hotel - especially with the amount of on street parking. Sometimes it is hard to squeeze between the parked cars. Gilbert Street is often used as a racetrack.	
Majority of Gilbert Street. Often can't see oncoming traffic until well out of my driveway.	
A very dangerous corner exists where you turn from Tyne Street and left into Gilbert Street. The yellow line at the corner needs to be extended to stop people parking so close.	
Parking on both sides of the narrow Gilberton streets is asking for trouble. We need yellow lines all along one side of Tyne Street, one side of Gilbert Street and all through that area.	
Opposite an entrance to Linear Park, this area should be used by people visiting the park, not by all-day commuter parking. Please can we have 2-hour parking signs?	
MacKinnon Parade	
Parking on both sides of Park Terrace, Gilbert Street, Tyne Street and Matilda Street.	Speed reduction. Parking by vehicles closer to kerb and correct distance from street corners. More off-street parking.
Matilda Street	
I believe that many people avoid Walkerville Terrace and the Buckingham Arms intersection by driving from Stephen Terrace, down Tyne Street, left down Gilbert Street, then right down Matilda Street, then joining Park Terrace. there is a very high volume of traffic particularly between 8 - 9am. At the least, I think measures for traffic calming in Matilda Street could be considered (speed humps or chicanes perhaps).	A tram down Walkerville Terrace! Traffic calming down Tyne Street and matilda street (as above) or perhaps even making Matilda Street one way (west to east only) with parking permitted on each side would be helpful. We would not wish to lose any of the existing street parking in Matilda Street.
Matilda Street - quite busy with both cars belonging to residents and I suspect others who park in Matilda Street, then either catch the bus into the city or walk to north Adelaide/women's & children's hospital - also the street is quite narrow and when a car is parked directly opposite our driveway it is very difficult to actually manoeuvre the car into the driveway - also often cars driving fast in the street making it rather hazardous getting out of the driveway.	
Cars doing unwanted through traffic down Matilda Street onto park rd. to avoid intersection at Northcote Terrace / Park Road / Walkerville Terrace.	Installing chicanes and rumble strips where possible. Apply for 40 kph speed limit.
Matilda Street driving out cars parked both sides of street	

APPENDIX C: CONSULTATION SURVEY SUMMARIES

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<p>I do not agree with the 'key streets for through traffic' as listen on the flyer. Most cars travelling down Gilbert Street from Walkerville Terrace turn right down Matilda Street then turn onto Park Road rather than going down Rosie street & onto Park Terrace to the intersection. This means there is a high volume of traffic who go too fast down Matilda Street. The other main issue is when turning hard right from Mann road onto Park Road. It is very unsafe. The cars going from Walkerville Terrace do not realise they are meant to give way and many times I would have been in a collision unless I had stopped even though I had the right of way.</p>	<p>Make the use of Matilda Street for local traffic only.</p>
<p>Many commuters in the mornings now use Matilda Street to turn right onto Park Terrace and sharp left on to Park Road as a major short cut. They come down Tyne Street, turn left onto Gilbert St and then right onto Matilda Street. There has been a significant increase in the volume of traffic on Matilda Street since O-Bahn works disruptions. Cars then have to cut across lanes to enter Park Road specially to access Melbourne Street. This can be quite dangerous as there is little time between changes in traffic lights at Northcote Terrace and Walkerville Terrace as cars attempt to cut across lanes very quickly to access the Melbourne Street lanes. This cut through was originally for local traffic, but many cars use this to avoid the traffic lights at Walkerville Terrace / Park Road and the Rose Street / Bundy Streets. Could a 40km speed limit be considered for the back streets of Walkerville as in other Council areas?</p>	<p>As above, a 40km/h speed limit should be considered in the 'back' streets of Walkerville Council area.</p>
<p>Left hand turn from Walkerville Terrace into Park</p>	<p>Needs slowing down</p>
<p>Residents with more than one car need to be more considerate and where they have driveway room, park more than one car.</p>	
Mersey Street	
<p>The lights at the intersection of Park Terrace / Hackney Road / Bundeys Road are diabolical. 3-4-minute wait and then change for 10 seconds at most. There is always a large build-up of traffic on Park Terrace, so if existing Mersey Street it often takes 2-3 changes of signals to be able to exit Mersey on to Park Terrace. This means it takes 10+ minutes to move less than 20 metres and get through the lights, which is ridiculous. Cars parked on Tyne Street also pose considerable challenges. The road is quite narrow to start, but the residents there insist on parking where there are already parked cars on the other side of the road</p>	<p>Longer traffic signals for traffic exiting Park Terrace into Hackney Road, Mann Road or Bundeys Road. If wanting to go straight at this intersection in to Bundeys Road, or turn right on to Mann Road, but queue of cars are blocking Mersey Street Exit and are in left hand lane to turn left on to Hackney Road, then only the left hand turn signal is given at the lights - so whilst lane may clear and we SHOULD be able to go straight on to Bundeys Road or turn right on to Mann, we have to unnecessarily wait for the signals to change again. More no standing zones in Tyne Street, Gilbert Street and Rose Street to improve visibility and reduce congestion.</p>
<p>No visitor parking for Mersey St residents now vacant blocks on other side of Mersey Street are being developed.</p>	

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Park Terrace	
<p>Cars frequently cut through from Stephen Terrace to Park Tce along Tyne St. Parking was a major issue while building works at the Adelaide Clinic were underway. Vehicles parking on both sides of narrow streets often restricts traffic flow (can be a positive by reducing traffic speed). People often turn off Park Rd into the section of Park Terrace to the north of the O-Bahn looking for the Adelaide Clinic and then have trouble finding the exit back onto Park Rd.</p>	<p>Additional signage may assist.</p>
<p>Park Terrace near Simpson Street People park for extended periods and walk or cycle elsewhere. when activities are on at the church on Park Terrace many cars can park restricting traffic flow and access.</p>	
<p>My front park and side park are used by others most working weekdays. My visitors and myself are unable to park nearby.</p>	<p>Turning into Park Terrace from Park Road is dangerous when cars are parked both sides as difficult to see oncoming traffic as I've turned into slip road to turn right.</p>
<p>Unable to get park nearest my outside gate entrance and when stop in driveway I have receive rude notes telling me I'm selfish.</p>	
<p>Parking limits long enough for residents but too short for all day parking. Ensure staff from Adelaide Clinic don't park on streets around the facility. They should have adequate parking for staff and visitors.</p>	<p>Yes, timed parking and no parking across from driveways.</p>
<p>People parking from out of the area to walk or use bus out of the area.</p>	
<p>The lights at Park Terrace going across to Bundeys Rd. These lights seem to be on a cycle at peak hour where every second change is quick, however I have waited up to 4mins there for the lights to change. I would like to see the traffic stopped along the main Park Terrace Hackney Rd more frequently, but then not have the lights green for as long for the right turn from Bundeys Rd /Hackney Rd and the right and left turns from Park Terrace (side road). It would be nice if the light was more responsive at non-peak hour times too, and that the Bundeys Rd/Hackney Rd turn didn't always have to proceed the right turn from Park Terrace (side road) -> Park Terrace</p>	
<p>Park Terrace where the new development is. There is only one-off streetcar park for each of the town houses and units. Most of these places have 2 cars and there are only approximately 15 other parking spots out the back of this area. There is residential permit parking, however as more housing is built (especially the planned multi-storey units on the corner of Park Terrace and Hackney Rd) there will become more and more cars. As it stands people are using the undeveloped land to park on.</p>	
<p>Cars are parked in front of my house and side street all day and problem for visitors and street sweeping.</p>	
<p>Cars are parked in front and on side street all day.</p>	

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The number of long-term parker's i.e. not residents.	
Limit the time for parking on Park Terrace - provide residents with parking permit.	Reduce speed to 40 km/h
To many use Tyne Street and Gilbert Street and park terrace as a cut through from Stephens terrace, speed humps would prevent this and push them over to the wider Walkerville Terrace.	
When turning right out of Mann Road and into Park Road and on a green light. Traffic is given a green light also and are allowed to merge from Walkerville Terrace resulting in these cars not giving way to the right. Many near misses have happened over the years. Please look into this. Thank you,	
Park Terrace - too many apartments and most places have more than 1 car, so we all have to find other parks. We currently park on the empty lots, which will soon have new developments on there so will need to find a new place to park.	
The lights where Park Terrace / Bundeys Road / Hackney Road are very slow. They are very slow to respond to cars waiting at the lights. I have had to wait 4-5 mins on some occasions.	Allow us to turn from hackney road to Park Terrace!! At the moment we have to go around the rind route, which only adds to the traffic.
Ponder Avenue	
I stress that traffic on Stephen Terrace saw a significant increased when the O-Bahn extension made travelling along Hackney Road more difficult and has not let up in the years since. There are also approx. 5 schools along that route which extends peak hours from early to mid-morning and early afternoon to after 6:00pm. Most of the usable day.	No.
It is limited and due to recent changes to put trees in the street, it has reduced. Construction workers in the are often park in the street further limiting parking as is currently occurring in Feb '20. Sometime people using Liner Park also park their cars in Ponder Ave.	
Congestion on Stephen Terrace during school terms.	Put parking on one side of road only to improve flow. Right turn arrow from Stephen terrace onto Walkerville terrace should occur every traffic light sequence.
Council installed two trees on Ponder reducing parking spaces and limiting width of two way passing	
Just the major grid lock on Stephens Terrace at peak and school times.	Try to get traffic off of Stephens Terrace, sort out the school drop off and pick up zones to the north of Walkerville Terrace, improved signposting of speed limits, the 60 signs especially.
Slightly at the moment due to house construction on Stephens Terrace and crazy tree planting by council in our roadway.	

APPENDIX C: CONSULTATION SURVEY SUMMARIES

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Rose Street	
Cars parking a blocking the street, used to be so bad the garbage truck couldn't collect my rubbish bins as so many cars, preventing him from coming down the road. This is a fire hazard also as a truck wouldn't be able to get through	
During peak hours 7 till 9 and 5 and 7 evenings high speed traffic turning into rose street from gilbert street and on the wrong side cutting the corner in the process.	Chicanes would be a good idea and not speed humps which are usually ignored anyway.
Peak hour traffic volume and speed with cars parked on both sides.	
The volume of traffic along Gilbert Street and Rose Street has increased due to the inability for traffic to turn right from Hackney Road into Park Terrace at peak period due to the extension of the O-Bahn. Tyne Street is too narrow if cars are parked each side of the road - a car can barely fit between two cars parked opposite each other and invariably if cars are coming in opposite directions, one car has to pull over / stop to allow the other to move past parked cars. The No Right Turn at the Hackney Bridge / Park Terrace needs to be revisited. It is a nonsense - there are never more than 1 or two cars waiting to turn right in non-peak hours.	Rose Street, Gilbert Street and Tyne Street should be parking only on one side. I would like to see something done - I don't know what - to make entering Stephen Terrace and turning right from Tyne Street to be easier - perhaps a 'KEEP CLEAR' area to enable cars to get through the traffic that banks up at the lights at Walkerville Terrace,
The street is too narrow to allow parking on both sides of the street as well as two-way traffic movement. City workers are increasingly using local streets for all day parking before cycling or catching bus to city. Adelaide Clinic staff park for up to 12 hours at a time in Rose Street.	
Gilbert Street and Rose Street, and to a lesser extent Simpson Street, carry far too much traffic, usually travelling far too fast. Adding parking on both sides of these streets exacerbates dangers. The corner of Gilbert Street and Rose Street is very, very dangerous as rat-runners cut the corner. None of these streets can really cope with parking on both sides of the street in addition to the amount of rat-running and local resident traffic that they carry. At present, you are looking at symptoms of a problem, rather than the problem itself, which is rat-running. Before parking in these streets is addressed, something needs to be done to stop the rat-running. Attention needs to be paid to the Buckingham Arms corner, which the rat-runners are trying to avoid. Even longer delays at the Park Terrace/Park Road/Hackney Road lights might deter them?	1. Do something to make the Buckingham Arms corner traffic from Walkerville Terrace flow better. 2. Introduce parking on one side of Gilberton streets only. 3. Bring in speed restrictions in Gilberton streets. 4. Do something about Gilbert Street—Rose Street corner. 5. Prevent rat-running through the suburb. 6. Stop all-day parking by city workers. Gilberton is NOT a car park. 7. Get rid of the morning and afternoon restrictions on RH turn at Hackney Road—Park Terrace.
People, presumably from other council areas, parking in Rose St and walking over O-Bahn footbridge to catch bus.	Issue residents who need on street parking with parking permit.

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Severn Street	
Cut throughs on Tyne from Stephen Terrace. Parking on Torrens St. Some of the neighbours in that St having battles. When Development happening should put temp parking controls in place to manage access.	Temp parking when Development happening. Parking on one side only of Torrens Street. Severn Street (and general) to mark no parking lines across from driveways. Avoid community disputes.
Access can be difficult when turning right from Tyne St onto Stephen Terrace.	'Keep Clear' marking at the Tyne Street / Stephen Terrace corner.
It is an issue for us getting out of Severn Street as Torrens St has cars parked both sides and is often difficult to drive thru. East Waste has missed collections based on this issue. Also, much development going on in that street.	
Torrens street is quite narrow and many people park on both sides of the street making it very difficult to drive down the street	perhaps have parking only on one side of the street on narrow roads (Thames Street)
We have a rented property across the street and the people often park on the street. Also, the people who live across the road park their truck on the street	
Short cuts being taken down Tyne Street to Gilbert Street, often too fast. Also using River Street and Thames Street to avoid lights on Stephen Terrace and Walkerville Terrace	Speed limit for traffic between Stephen Terrace / Tyne Street and Gilbert Street. Give Way sign at entrance to Gilbert Street. No humps please.
Short cuts being taken down Tyne Street to Gilbert Street, often too fast. Also using River Street and Thames Street to avoid lights on Stephen Terrace and Walkerville Terrace	Speed limit for traffic between Stephen Terrace / Tyne Street and Gilbert Street. Give Way sign at entrance to Gilbert Street. No humps please.
When Torrens Street is overcrowded	
Simpson Street	
All day commuter parking to then either cycle.	Review light sequencing at inter- sections - Walkerville terrace, Stephen Terrace and Buckingham Arms.
Commuter parking turns the streets into single lane roads which are dangerous. There is very limited parking for our visitors.	4-hour parking limit with resident permits excepted.
On street parking is an issue in Gilbert Street. Also, on Tyne Street because it is narrow. On street parking on Park Terrace can be an issue too because of narrowness.	It would be great if the O-Bahn stopped on Park Terrace. That would largely remove any incentive for me to drive into the city for work. But that seems unlikely because it would add about 1 minute to the journey for north-east suburb residents. Plus, more people would park there. Solutions to through traffic like dead-end streets (the Unley solution) and more speed bumps would slow down and reduce traffic through the area, but the solution might annoy or inconvenience some residents - the cure might be worse than the problem.

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Stephen Terrace	
Parking: regular late-night stop by Public WC and people leave junk food cartons. Nil else	Low speed limit on Tyne Street (the other place that I cycle). Consider speed humps.
Stour Street	
Stour Street is used by residents of Park Tce as their 'safer' parking area.	
On street parking on Gilbert Street makes driving out of Stour Street onto Gilbert very dangerous, exacerbated by the speed of drivers using Gilbert Street as a shortcut to avoid two sets of traffic lights.	Both Gilbert and Tyne Street need traffic slowing measures so that staying on Walkerville Tce and turning left onto Park Tce takes no more time than the shortcut.
Torrens Street	
Too many cars in Torrens St now.	
Stop allowing infill building, which has increased significantly the number of cars in the area. Fix up the parking on Buckingham Street (it's impossible to find a park). Don't let any parents park there to pick up their damn kids.	Too many inconsistencies. Walkerville Tce between Northcote and Stephen Tce should be 60km/h.
Road too narrow for parking on both sides of the street	
One side only parking for Torrens St. Security to prevent vehicle damage caused by persons visiting or staying in Mellor Court	
Tyne Street	
Why not only allow parking on one side? Residential parking zones seem fair but day commuters by bus use the streets and at night visitors and residential second cars use the street.	
Speed - Tyne Street is meant to be a reserve emergency services conduit but local speed should drop to 40 as there are many younger families and older residents in the street. Please consider closing off access from Stephen Terrace or from Gilbert St end. Humps or curved road access as seen in Prospect will slow traffic and the desire to short cut via Tyne. Park Terrace to Gilbert St is another thorough fare that people use speedily to save main roads. Consistency of street speed on Stephen Terrace and Walkerville shop precinct would help. Foot traffic comes from Housing Trust flats past the old Gilberton swimming area up an old flight of stairs at Severn. How about closing these off the wood stairs are pretty old. This is a corridor for criminals looking for opportunities on the streets and houses.	Curved islands along Tyne as in Prospect or speed humps 40 speed limit with camera surveillance. permits for residents and day parks for commuters restricted to Walkerville Terrace. Parking on south or north side of Tyne St. - trucks and cars often are too close so they bump mirrors etc. of parked cars.
Thames Street and Tyne Street suffers vandalised vehicles and car damage.	
Speed and noise are a problem.	Slow down traffic with multiple humps (like Park Terrace Gilberton) perhaps Torrens car parking should only be one side of the street.
Tyne Street is very narrow at the Western half. Entering and exiting driveways is extremely dangerous with the	Tyne Street should have a reduced speed limit or speed reduction strategies in place. It is a very narrow street

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speed and flow of traffic. I have seen many "near missus" in Tyne Street due to the speed of cars.	being wrongly used to "cut through" and cars travel at high speed to avoid the change of lights at Walkerville Terrace. It is only a matter of time before a fatal accident occurs in Tyne St due to the flow and speed of vehicles. Tyne St is not a main road and needs to be treated as that. Currently the speed limit in Tyne St is 60 KPH....yet Walkerville Terrace is 40KPH because of "safety issues". What about the safety of residents (including children) in Tyne Street?
Tyne Street Parked cars both sides of street Speeding traffic weaving in and out as they try to avoid Walkerville Terrace traffic lights and speed restrictions	
Re-iterating safety concern with speeding traffic in Tyne St. with Northbound cutting through from Stephen Terrace. Suggest "no left turn" peak hrs and 40 kph speed limit (and enforced!!) at all times.	Please note 9 above. Suggest ALL side streets have 40 kph limit (sign-posted and enforced) at all times.
There are not enough car parking spaces in local apartments and residents use Tyne Street as a permanent car parking space!	
The use of the side streets by drivers as "unwanted through traffics" to avoid use of adjacent arterial roads	
Tyne street is often used for vehicles to bypass the set of lights at Stephens and Walkerville. Often cars will speed down on their race to work. Just mildly concerning for pedestrians, kids and the community on an otherwise calm street. I think preventing traffic from entering off Stephens could be an option... thus heavily preventing that short cut.	
Tyne Street is difficult for through when cars are parked on both sides	
We live on Tyne Street and are scared to have visitors parking on street due to the speed and aggressiveness of the non-residential traffic that passes through	
We've lived in a property we own on 36 Tyne Street and speed is a main concern. We have previously lived on Gilbert street and speeding was also a main concern.	We would really like to see something done to slow traffic down (and ideally reduce traffic flows from non-residents) on both Tyne (where we live) but also Gilbert Streets. We do not think that speed humps are a viable option- that doesn't stop traffic, what we've seen happen with speed humps is that cars still drive fast, right to the point of the speed hump, then slow down and there is a big "think". It doesn't solve the safety issue. We wonder if 1) putting signs up reducing the speed limit (e.g. 40km) and patrolling - maybe if people get a couple of tickets they will slow down and the state generates revenue- win-win!
As I live on corner Tyne Street & Bardini Street I drive down Tyne, Gilbert and then Matilda to get to Park Rd on a weekday morning. The level of congestion at the Park Terrace / Park Rd access is extremely high when drivers wish to get to Melbourne St: they are required to wait to get across 3 lanes of traffic	

APPENDIX C: CONSULTATION SURVEY SUMMARIES

Please describe any other issues or problems for transport, traffic and parking in Gilberton.	Do you have any ideas or suggestions to improve transport to, from and within Gilberton?
Please do not restrict vehicular traffic along Tyne St! The number of unsafe activities and dubious characters that use Tyne St as a pedestrian thoroughfare will have greater anomaly, without traffic and increase in numbers. I would rather improve streetscape and lighting to discourage this unsocial and criminal activity.	Improve the streetscape via planting, landscape design and greater street lighting
Criminal damage and unsocial behaviour in the side streets	
Tyne Street: cars belonging to residents of Housing Trust accommodation park their cars long term at the Stephen Terrace end of Tyne Street. It's inconvenient for guests and can be inconvenient for residents entering and leaving driveways. Some long-term (day) car parking in Tyne St for users of public transport.	Please consider a speed limit (monitored) on Tyne St and other internal streets boarded by Stephen Terrace and Walkerville Terrace.
Getting out of Tyne St onto Stephen Terrace (both directions) is not easy and unsafe. Please consider a "KEEP CLEAR" sign painted on the road at this intersection. At times cars waiting to enter Stephen Terrace traffic flow can be queued past No 2 Tyne St. When there are cars parked near the corner of the intersection (Stephen Terrace / Tyne Street), it is difficult for cars to turn from Stephen Terrace into Tyne Street.	
Walkerville Terrace	
Walkerville Terrace - non-residents park along the road and take a bus to the city.	
Fast traffic coming from Hackney/Park Terrace onto Walkerville Terrace. Non-residents parking on Walkerville Terrace and taking a bus to the city (thus clogging parking slots along the road).	Time duration for non-resident parking on Walkerville Terrace. Reduce traffic speed on entire Walkerville Terrace from the traffic lights at Park Terrace to the Walkerville Terrace business precinct.
Commuters and employees of shops close to intersection of Steven Terrace / Walkerville Terrace (Southern side) park all day to catch the bus outside 66 Walkerville Terrace or attend their workplace, which in turn stops the Residents and other short-term users from parking in front of their residence. The area between Steven Terrace and River Street should have time limit parking. Residents, Gardeners, Tradies and other short time parkers, find it extremely difficult to find a parking spot in that area. I strongly believe this area should have timed parking during business hours.	Timed parking along Walkerville Terrace and also Park Terrace.
The left hand turn from Stephen Terrace to Tyne Street to cut through residential area to Walkerville Terrace, to miss lights. Cutting through Gilbert Street from Walkerville Terrace to Park Terrace to avoid lights.	Ban the left hand turn into Tyne Street from 8 am to 9am. Install slow point in Gilbert Street near Torrens St, to slow down and reduce cut through traffic.
	Do NOT have time limited parking on Walkerville Terrace between Stephen Terrace and Park Terrace.

